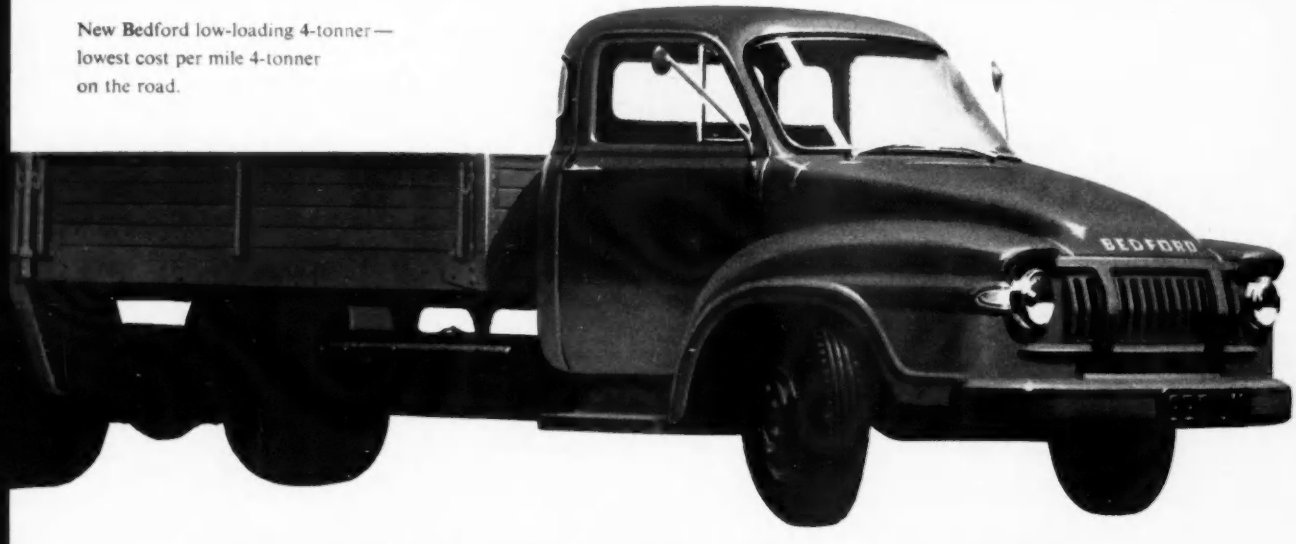
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FRIDAY OCTOBER 31. 1958
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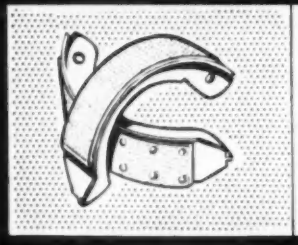
## FOR FITTING GIRLING REPLACEMENT SHOES



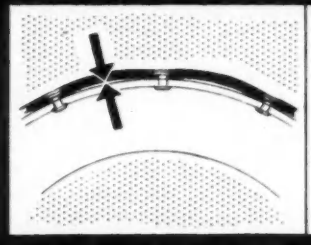
1 Girling replacement shoes are inspected to the standard of original equipment



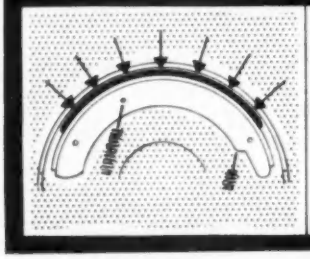
4 They save you garage time by being perfectly simple to fit



2 They are correctly riveted or bonded and precision ground to specified contours



5 They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



3 They bed down quickly to full contact area and give highest efficiency braking in minimum time



6 They are your assurance that your vehicle braking is as good as new

**Don't reline—replace with**
**GIRLING FACTORY LINED REPLACEMENT BRAKE SHOES**

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THE BEST BRAKES IN THE WORLD

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# THORNYCROFT MASTIFF

## FEATURING

★ **THORNYCROFT** designed and manufactured 6-cylinder direct injection oil engine. 109 b.h.p. (net) at 1,800 r.p.m. 354 lb. ft. torque at 1,000 r.p.m.

Nitrided crankshaft with copper lead bearings.

★ 5-speed gearbox with optional overdrive.

★ Air pressure servo hydraulic brakes.

★ 10¾" deep flat topped frame (with six sturdy crossmembers) allowing a light body under frame to be used.

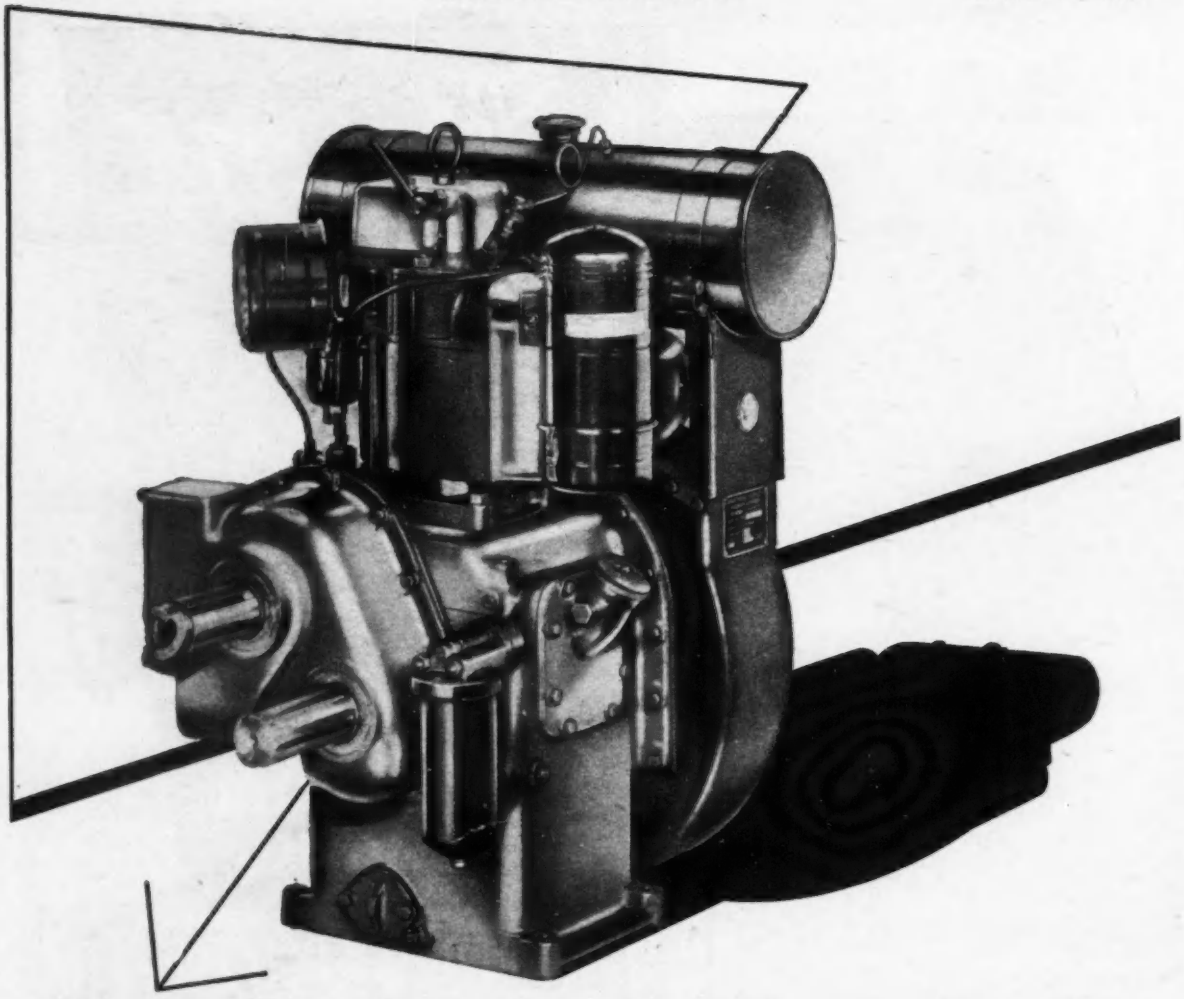
★ Power assisted steering (optional extra).

★ 10-stud wheels with 10.00-20" 14 ply tyres, twins rear including spare wheel and tyre.

★ 21' 6" body length.

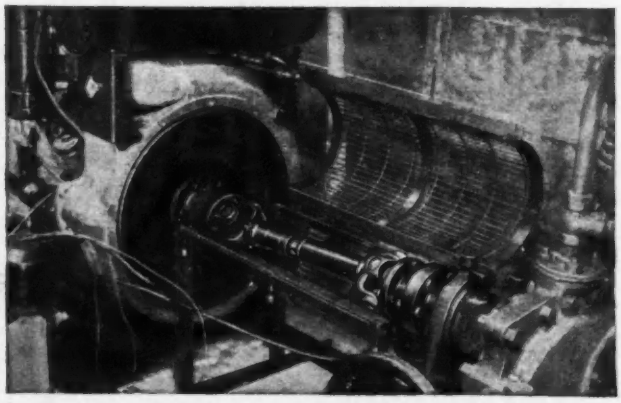
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THORNYCROFT HOUSE, SMITH SQUARE, LONDON, S.W.1. Abbey 8000

A1



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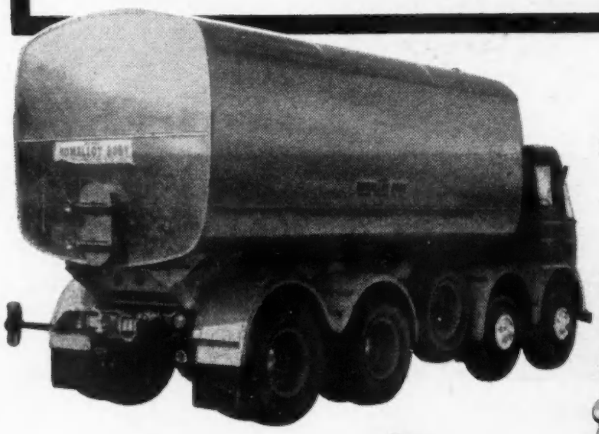
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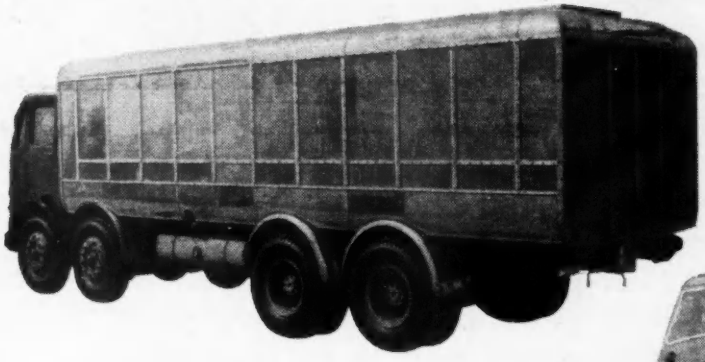
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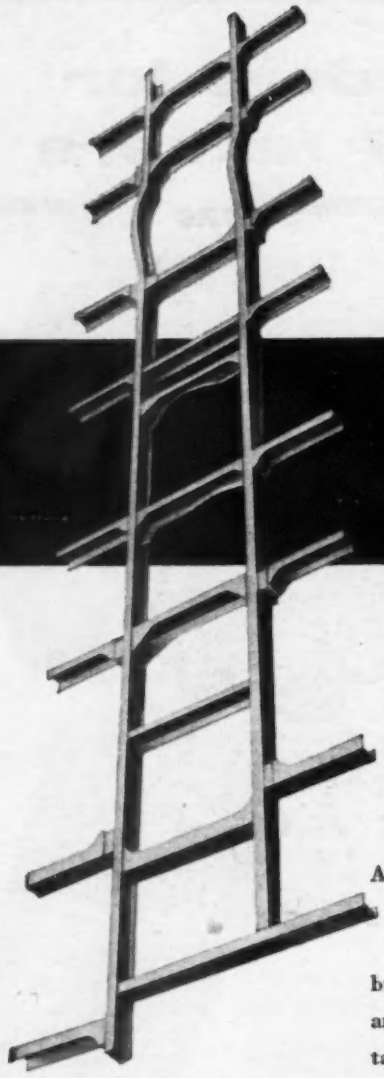
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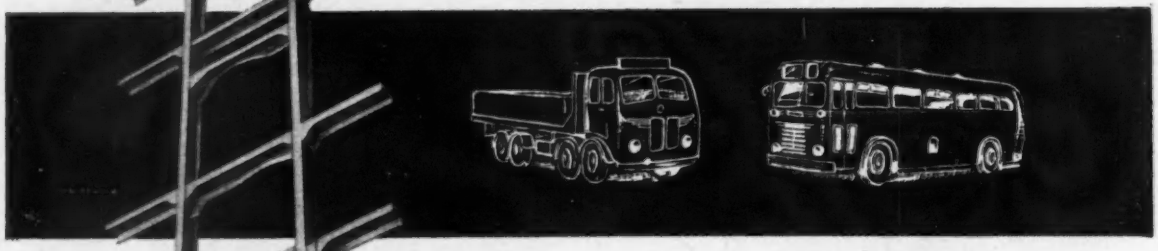
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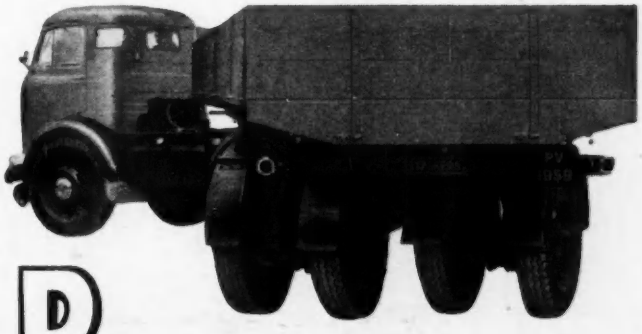
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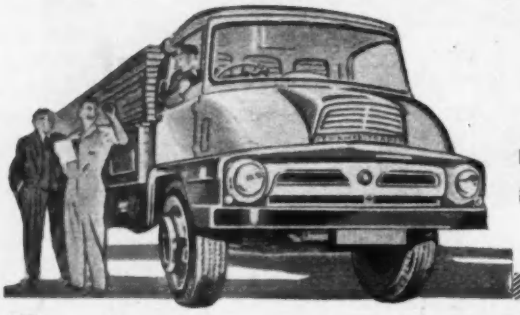
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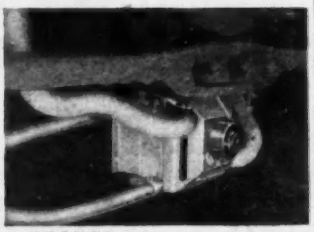
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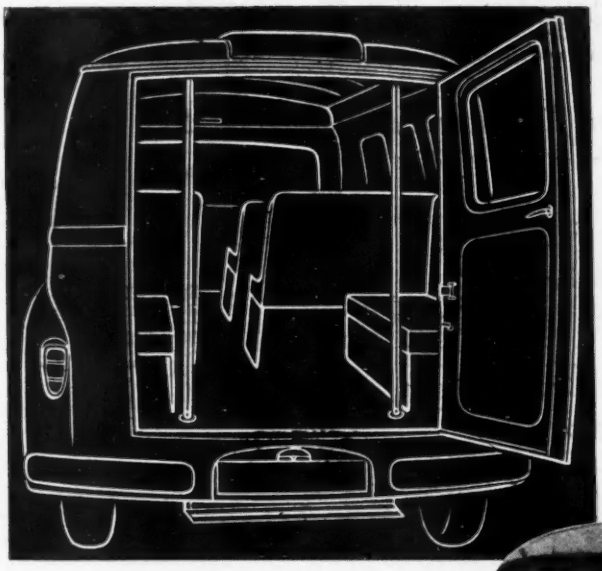
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# Kenex conversions – first to comply



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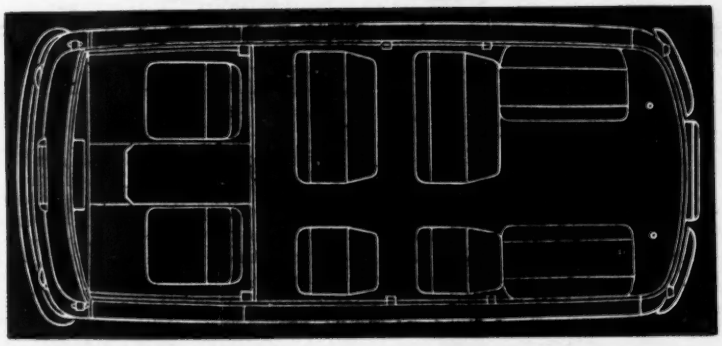
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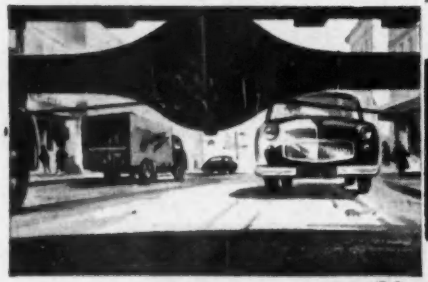
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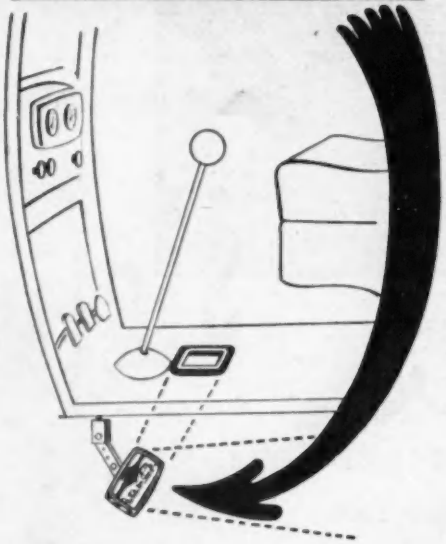
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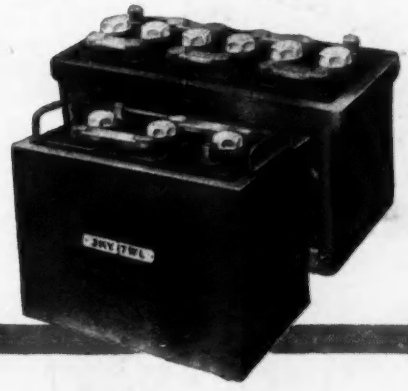
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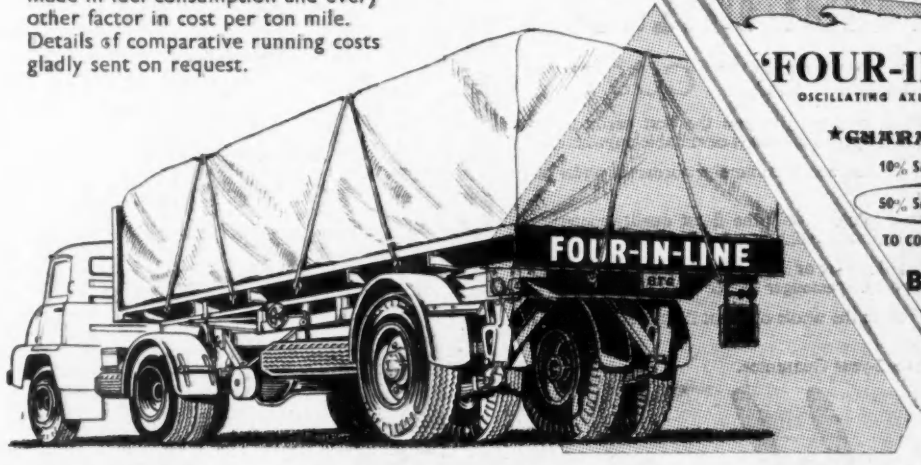
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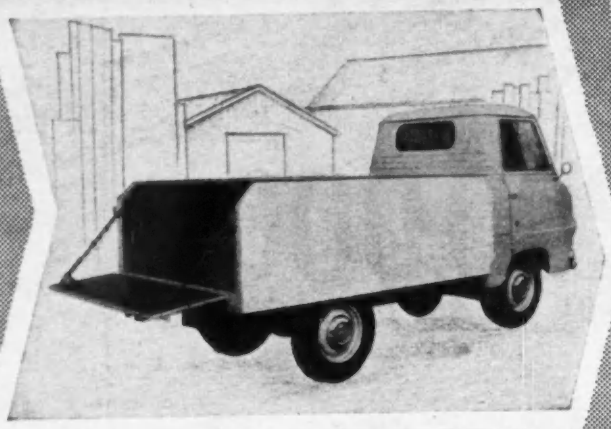
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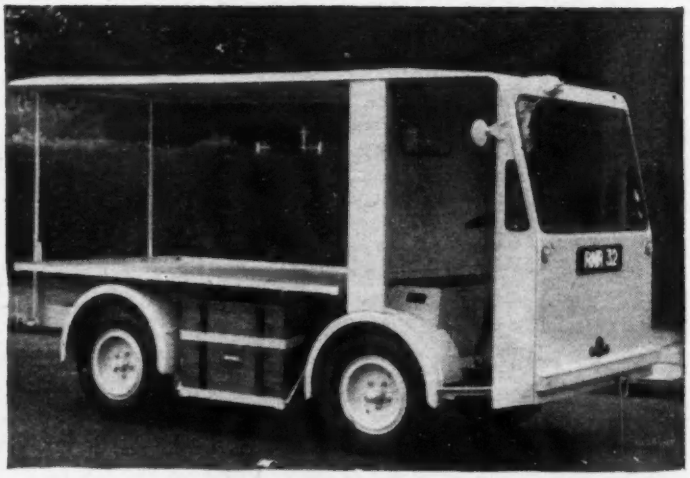
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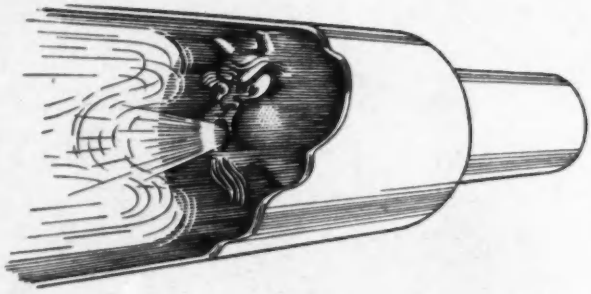
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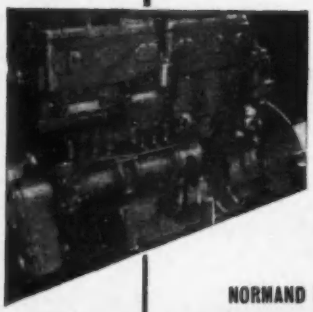
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# MILES UNFINISHED..
## *and still going strong*



*Mr. S. Gurdial Singh is on the right. The 'Comet' bus is modestly in the background.*

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***"This 'Comet' bus has been handled by S. Gurdial Singh through out and he has created a record of covering two lakh miles, and its engine has not been cleaned so far."***

So far, so good . . . but according to Leyland calculations, it's good for another lakh or two yet before any attention is needed. The letter goes on :—

***"This S. Gurdial Singh is a Driver with the District fame. He has been readering* (sic) *meritorious services for the transport and has specially selected the Leyland for creating a good record which he has done definitely."***

He couldn't have chosen better! The letter ends on a gratifying note :—

***"His maintenance and driving has created a charm and affection for Leyland among the transport operators in Punjab."***

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Editor:
G. MACKENZIE JUNNER,
F.R.S.A., M.I.Mech.E., M.I.R.T.E., M.Inst.Met.

Assistant Editor:
A. E. SHERLOCK-MESHER,
F.R.S.A.

Technical Editor:
JOHN F. MOON,
A.M.I.R.T.E., A.S.A.E.

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# Design Frustration

*The Tribulations of Makers who Produce Revolutionary Power Units or Components*

TO long-distance operators throughout this country and in many other parts of the world the reliability and long life of British-made oil engines constitute a basic economic factor of the greatest importance. The risk of using a power unit of doubtful wearing properties would, in fact, amount to hazarding their livelihood. However thorough the bench test of a prototype engine and the road tests of the experimental vehicle to which it is fitted may be, operators are hesitant to approve features of a type entirely different from those of established units.

Many users of heavy vehicles have come to regard a mileage of 200,000 between major overhauls as normal, and any misgivings regarding the ability of a new engine to provide this would be a deterrent to the purchase of the vehicle.

The one serious aspect of the unassailable reputation created by British makers, particularly when considered in conjunction with the high cost of re-tooling for the production of a new unit, is that the introduction of essentially original features may represent too great a gamble in a highly competitive market. Marketing a revolutionary design can risk the livelihood of the manufacturer as well as that of the purchaser.

### Where Boldness May Succeed

Unusual design principles applied to other major components of a vehicle are, to a lesser extent, restricted by the same consideration. Past achievements in perfecting established types of component tend to limit detail progress. To base production on the principle that faulty detail represents a weak link in the design chain is fundamentally sound and one which British makers have followed with realism. Boldness in the production of a revolutionary design could, however, lead to revolutionary sales in world markets.

Practically every leading maker in the country has emphasized that the minds of operators must be conditioned to the acceptance of the novel. In the case of air suspension, for example, the chief designer of one of our leading companies has stated that the adoption of a wholly pneumatic system for a standard vehicle would prejudice sales, even if test results had shown that it had a longer life between replacements, in addition to affording operational advantages. In his opinion pneumatic springs must, in the first place, be employed in conjunction with leaf springs as a half measure if they are to be accepted by operators generally.

In the case of transmissions, also, the makers have generally found that they must cater for the conservatism of operators. If an automatic or semi-automatic gearbox is proposed as a feature of a vehicle, the unit is normally offered as an alternative to the conventional type.

Establishing the worth of an auxiliary as an optional fitting before it is incorporated in the design as a standard feature is a justifiable precaution, but precaution can be carried too far. If the maker is satisfied that employing a new unit will be of immediate benefit to the user operationally, and of ultimate benefit economically, he may be well advised to instal it as a standard component.

### Standard Models Often Preferred

It is a common trait of human nature that whilst a minor claim may be suspect, a major claim is often accepted with confidence. If, for example, a maker offered a power unit which could be fitted with an auxiliary device as an operational extra to increase its output, the majority of buyers would favour the standard unit, despite the immediate benefits which the device would give. The same reasoning can be applied to any major mechanical component; the operator is afraid that he will have to pay too high a price, in terms of maintenance costs or reduced reliability, for an advantage that he would welcome.

A project to which a major claim would be applicable could be represented by the case of a manufacturer who produced a standard vehicle with original types of engine, transmission, suspension and chassis structure. It is probable that this bold venture would give operators confidence, whereas half measures would have been criticized. The reward for such an adventurous project could react to the great benefit not only of the manufacturer but also of the commercial vehicle industry and the reputation of the country.

It is debatable whether the more revolutionary projects now in the experimental or prototype stage are sufficiently well advanced to justify the development of a standard vehicle for production in quantity. It is

possible, however, that a crucial stage will soon be reached in the evolution of commercial vehicles to justify a project based on a major claim rather than a host of minor ones.

Precedents have been difficult to find in the commercial vehicle industry, but in the production of private cars the design of the Citroen DS 19 saloon can be cited. In this case the hydro-pneumatic suspension is one of many original features. It has given the car outstanding suspension characteristics and the vehicle has a wide appeal in a popular market. If the suspension had been offered as an optional alternative to a conventional type, it is doubtful whether it would have appealed to more than a minority of enthusiasts.

# Load Security Essential

FROM time to time *The Commercial Motor* has emphasized the vital importance of adequately securing the loads on vehicles. This need was strongly emphasized recently by a tragic accident in which the driver of an articulated vehicle was instantaneously killed by the load on it sliding forward and forcing off the cab.

The circumstances were that the driver had to brake heavily in an emergency, and many of the heavy steel bars which were being carried slid forward. With material of this nature there is little friction to restrain the upper bars, although the sheer weight of those above may help to hold others below, but here there was definite need for strong restraint.

Most modern vehicles are powerfully braked, some indeed have servo mechanisms, and if fully applied on a dry road, even at a moderate speed, the rapid deceleration will tend to throw the load forward with great force, and it may fracture any but the strongest "moorings," frontboard or cab back, and possibly both.

In the instance quoted, however, it seems that the cab was pushed completely clear of its attachments to the chassis, so that however strong its back may have been it did not affect the unfortunate result.

*The Commercial Motor* is in a position to know full well the danger, because of the many braking tests which are undertaken by its technical staff. On several occasions heavy test blocks or other loads have not been sufficiently secured and have shifted while the vehicles have been braked. In one case the tester was sitting in the back of the vehicle and raised his legs only just in time to avoid their being crushed, whilst in another vehicle the test driver was forced against the steering wheel, but luckily escaped serious injury.

The matter is so important that it deserves the close attention of such organizations as the Road Haulage Association and the Traders Road Transport Association. They could perhaps act jointly and produce recommendations on ways and means by which this danger could be obviated.

# Passing Comments

## *Chloride Chairman Praises Trade Press*

ON 24 occasions Chloride Batteries, Ltd., have given their Press luncheon on the opening day of the Motor Show. Sometimes the speeches at this popular function are more humorous than serious, but this year they tended to veer in the latter direction.

The chairman, Mr. A. W. Browne, giving the toast of "The Press," and welcoming other guests, described the former as the watchdogs of industry and the voice of public opinion. He said that their task was often a thankless one, but the more enlightened organizations, amongst which Chloride counted themselves, believed that the best way to co-operate was to give all the facts and rely on journalistic skill and judgment to present them correctly. He added that it surely could not be denied that both the motor and the electrical industries benefited greatly from the knowledge possessed by members of the Press and the influence which they had on public opinion.

For many years the Chloride Group had placed a great deal of faith in, and reliance upon, the power of advertising. They believed that the only way to survive, let alone grow and prosper in commerce today, was to use to the best advantage, intelligently and imaginatively, the most suitable media to carry their message to trade customers and consumers and they found in particular that the trade and technical Press was invaluable to them. There were potential customers for commercial-vehicle batteries amongst fleet owners in almost every industry under the sun, and through the trade Press it was possible to reach and influence these buyers.



## *Paper For Posterity*

BY the utilization of nylon and other fabrics in this field, a paper 10 times stronger and 200 times more resistant to deterioration by corrosives, bacteria, and weathering, has been produced in Chile. Now those who feel that their writings or diáries should last as long as the Dead Sea Scrolls will know where to go for their paper; but will the ink last?

More seriously, the much-thumbed documents carried in oily cab pockets might well be of the new material.

## *Brakes on Radio Telescope*

THE accurate tracking of America's "Pioneer" moon rocket by the Jodrell Bank radio telescope, was, in no small measure, aided by the unlikely equipment of two Kirkstall-axled truck bogies fitted with ordinary road tyres and Ferodo brake facings.

In order to reduce wind vibration of the telescope's 250-ft.-diameter reflector bowl, the bogie wheels are run against the reflector's 300-ft. "bicycle-wheel" stabilizing track. By applying the brakes, not only is the 750-ton bowl effectively damped against vibration but the degree of directional control of the instrument can be brought to extremely fine limits.

Another Ferodo-faced brake is used for anchoring the reflector when the telescope is not in operation. Manufactured by B. Thornton, Ltd., Huddersfield, the brake consists of two jack-operated clamps mounted in tandem to grip both sides of the stabilizing track. The strips of friction material used are 32 in. long and 6 in. wide.

## *A Story with a Moral*

THE comment of 71-year-old Miss Sarah Ambler of Todmorden, on the treatment she had been accorded by Ribble Motor Services one day early in October was: "I might have been royalty, the courtesy I received."

Miss Ambler has been a polio victim since the age of two and is able to walk only a few yards at a time. She happened to mention recently how much she would like a holiday at a private hotel for cripples at Lytham St. Annes run by the National Polio Fellowship. Ribble heard of her case, and much to her surprise, she found realization of her dream, for the bus company had made the arrangements. Ribble's Manchester to Blackpool express-service bus picked her up at the end of the street in which she lives, saving her the trouble of going into the town centre; an inspector was at hand to see her comfortably seated; she was served with refreshments on the journey; and at Preston another inspector joined the bus to arrange for a special stop to be made at the hotel. At the conclusion of the holiday the procedure was reversed.

This sort of service is common to many bus undertakings in Britain. A Ribble official put it in a nutshell when he told the local paper, the *Lancashire Evening Post*: "It was just part of our service. We try to do our best for everybody, particularly in cases of this kind."

The moral of this story lies in its *ordinariness* within the bus industry. In it such incidents are everyday happenings, and they are taken for granted—too much so. Why not tell the Press about them? They make good human-interest stories which the papers will appreciate, and the consequent public relations value will be incalculable.

## *Legal Use of Towing "Ambulance"*

FIVE months ago the Lord Chief Justice delivered a body blow to the motor engineering world when he ruled that the popular two-wheeled heavy-duty car ambulance was illegal. At that time about 10,000 were being used in the country—several of them by the Metropolitan Police for removing parked cars—but because they had neither springs nor mudguards the verdict went against them.

It is interesting, therefore, to reflect on the result of a case at Rotherham in which the prosecution withdrew summonses against a motor engineer when he denied using a towing trailer without springs or mudguards. The police conceded that no offence was being committed because a vehicle equipped with springs and mudguards was being towed at the time.

They warned, however, that a different view would have been taken about a trailer not towing another vehicle, but this equipment is compact enough to be carried to the scene of a breakdown, so there is little likelihood of such an occasion arising.

# One Hears—

That "*C.M.*" was the first journal to press Saturday for the Lord Mayor's Show.

That it appears this may soon be the case, but the law must be changed to achieve it.

That mothers with young families in tow often show who is to blame for their children's lack of road sense.

That the safety competition for P.O. van drivers should include a test of their ingenuity in defeating mail robbers.

That hauliers disgusted with Labour Party plans for re-nationalizing road transport should show this in practical form.

Of someone asking if any former Minister of Transport has had so much road-inspection mileage to his credit.

That it has been suggested that in his many journeys up and down the country, Mr. Watkinson must have occupied more beds than the first Queen Elizabeth.

That the first Minister, who became Lord Geddes, toured a great part of Britain when he instituted road numbering.

That the weight of shielding that would be necessary for a 250 h.p. atomic power plant for a road vehicle would be about 40 tons.

That the minimum estimated fuel cost would be between £7,000 and £10,000 per vehicle.

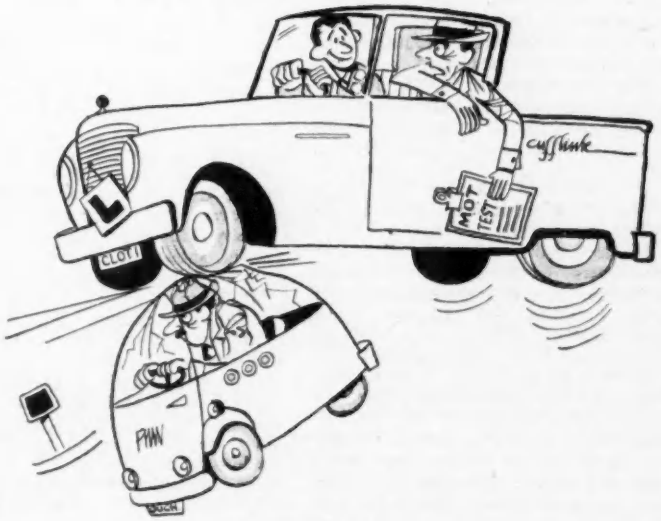
Of a puzzled driver whose windscreen-wiper arm flew off just as his vehicle was skidding.

That he wonders whether there was any connection between the two events.

That the Labour plan for nationalization would mean that free enterprise is to be sunk without trace.

Of Gardner oil engines, which left the makers' factory 24 years ago, being reconditioned and installed in new chassis.

That this is a reversal of the adage that it is wrong to put new wine into old bottles.




"*See* **which** *road sign?*"

# Bulk Liquid and Officials "Set Out to Defy Law"

A YORKSHIRE tanker company and their officials deliberately set out to defy the law relating to drivers' hours and records, Morley magistrates were told on Monday. On numerous occasions drivers had not had proper rest periods, and false entries had been made on record sheets during November, 1957. Many journeys were impossible in the time stated on drivers' records, but the men were paid by their own weekly time sheets, which showed the true hours worked.

These allegations were made by Mr. A. M. Hurwitz, prosecuting for the Yorkshire Licensing Authority, during committal proceedings against Bulk Liquid Transport, Ltd., Gildersome, on eight charges of conspiracy and subornation of perjury. Six employees of the company also faced charges—B. Skelley, transport manager; L. J. Hickson, his assistant; C. Kershaw, foreman driver; J. A. Kelvington, traffic controller; C. Burkenshaw, checker; and W. Jennings, driver.

Mr. Hurwitz said they all faced four charges of conspiring to contravene the law relating to drivers' hours. It would be alleged that their deliberate policy was to get more time out of drivers than the law permitted and to encourage the keeping of false records. The company, Skelley and Kershaw were also accused of inducing a driver named Richard Smith to commit perjury.

### Company's "Black Day"

Outlining the case, Mr. Hurwitz contended that last November 26 was a black day for the company—it was the date on which a traffic examiner called for all the drivers' records. At that time, records for seven particular drivers were not produced, and the evidence would show why. These men had exceeded the permitted hours on numerous occasions and had not had proper rest periods.

When their records were later examined, there was a "strange coincidence"—each sheet showed exactly 11 hours' work for the driver, but it was suggested that this really bore no relation to the truth. Many of the journeys were impossible in the times stated.

Recalling November 26, Mr. Hurwitz alleged that after the traffic examiner's visit, Richard Smith was called to the company's office at 2 a.m. the following day and given back 19 record sheets he had handed in. Officials had made various alterations in pencil, which he was instructed to fill in.

Nineteen witnesses, mainly clerks and gatekeepers from Imperial Chemical Industries, Ltd., Billingham, and British Titan Products, Ltd., Grimsby, gave evidence about the times of arrival and departure of Bulk Liquid's vehicles.

Richard Smith, Leeds, said he was employed by the company between August and November, 1957, driving mainly eight-wheeled articulated tankers. On the first day he was instructed by Jennings to keep three documents—a pink card bearing journey instructions on which daily starting and finishing times and speedometer readings were to be entered, a weekly time sheet, and a daily record sheet.

The pink card and the weekly time sheet showed a true record of the hours worked and he was paid on that basis. The first time he worked more than the permitted hours he asked what should be entered on the record sheet. Jennings told him that as an experienced driver he should know what to do. The sheet was filled in to show only 11 hours' work. This procedure went on most of the time.

Mr. Hurwitz said both the pink cards and weekly time sheets had been called for by the prosecution but they had not yet been produced.

### Altered Records

On November 28, Smith continued, he was called to Gildersome at 2 a.m. and handed a pile of log sheets by Kershaw. Attached was a note in Skelley's handwriting telling him to rectify the sheets where indicated. After he had altered them Kershaw said that it was obvious they had been tampered with and fresh sheets must be made out.

He also suggested further alterations as they overlapped the times of the relief driver. At 11 a.m. that day three of the sheets were returned to him by Skelley for further alteration and later in the day he was dismissed.

He had previously complained that many of the journeys could not be completed in the time allowed, and had been told that if he did not do it they would find someone else who could.

### "Not Trouble-maker"

Cross-examined by Mr. S. S. Gill, for the company, Smith agreed that he had discussed routes and times with other drivers but denied he had tried to cause trouble.

Mr. H. C. Thomas, a senior vehicle examiner of the Yorkshire Licensing Authority, told of a journey by private car over the Gildersome-Billingham-Grimsby-Gildersome route which, he claimed, showed that it was impossible for a heavy vehicle to do it legally.

Mr. Thomas said he and Mr. S. Holton, a senior traffic examiner, left Gildersome at 5.55 a.m. and arrived back at 5.40 p.m. after covering a distance of 285 miles and allowing a 1¼-hr. break for meals. Replying to Mr. C. R. Dean, for Skelley, Kershaw, Hickson and Kelvington, he said there had been no check on the speedometer or mileage.

The prosecution were calling a total of 43 witnesses and more than 100 exhibits were expected. The hearing continues.

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## *Expert Condemns Lorry Test by Examiners*

A MAINTENANCE foreman at British Road Services' Days Road depot, Bristol, challenged the evidence given by police and Ministry of Transport examiners in a case at Keynsham last week. B.R.S. were accused of using a lorry with inefficient steering and their driver was summoned for driving the vehicle. Both pleaded "not guilty."

Mr. G. H. Fussell, a Ministry vehicle examiner, claimed that the steering arm was not secure when he examined the vehicle and there was excess wear on stub axle pins and bushes. Although the general condition of the vehicle was satisfactory apart from this, it was in a dirty condition and in his opinion had been neglected.

Mr. B. Williams, Ministry senior examiner, said he was present when the examination was made and he also thought there was considerable wear in the king pins and bushes. This view was supported in evidence by a police constable.

### New Engine Fitted

The B.R.S. maintenance foreman, Nigel Grimston, said the vehicle had had 18 checks last year and seven up to the time of the examination. As late as June 26 a new engine had been fitted and the lorry had been thoroughly examined. B.R.S. vehicles had a maintenance check every three or four weeks and this vehicle had been properly maintained along those lines.

Mr. Herbert Thonger, consultant engineer, condemned the method of putting strain on a steering wheel which was used by the police and Ministry examiners. He pointed out that with a 13-ton loaded vehicle, you were bound to get movement in the steering when it was stationary and the examiners should have known better. He had made a careful examination and believed the vehicle had been properly maintained. The steering gear was in good and efficient working order.

Asked by the chairman why he had not driven the vehicle, Mr. Fussell said there was some question of insurance which prevented this.

The chairman: "I am not criticizing you, but from a common-sense point of view it does seem to me that you could have carried out a better check this way."

The case was dismissed.

## EDINBURGH TO BUY 50 TIGER CUBS

FIFTY Leyland Tiger Cubs with Pneumo-Cyclic four-speed gearboxes and centrifugal clutches have been ordered by Edinburgh Transport Department. Leyland O.375 6.17-litre engines, which develop 110 b.h.p. at 2,400 r.p.m., will be fitted, and air-operated automatic chassis lubricators will be featured.

Another Leyland order has come from Bombay. Ashok Leyland, Ltd., are to supply the Bombay Electric Supply and Transport Undertaking with 50 double-deckers equipped with Pneumo-Cyclic gearboxes.

# B.T.C. Warn of Danger in Allowing Exchange of B for A Licences

THE danger in allowing hauliers to transfer B-licence vehicles to A licence on the ground of interchangeability was put forward last week to Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority. For the British Transport Commission, Mr. T. B. Atkinson warned that such a grant to Frank Phillips (Haulage), Ltd., Sheffield, might lead to a flood of similar applications. It would, in fact, destroy the distinction between the two types of licence.

Four private hauliers joined the B.T.C. in opposing Phillips' application for five B-licence vehicles to be put on to their A licence.

Mr. A. Goss, for Phillips, said both their own business and that of their customers had increased since they were granted an additional A-licence vehicle last December. They had two alternatives —to seek additional tonnage, or to use the existing fleet to better advantage.

Three of their A-licence vehicles normally worked beyond a radius of 25 miles, whilst the remainder kept within that distance. Their B-licence vehicles were limited to carrying a number of commodities over varying radii of 5, 7, 10 and 35 miles. They were fully occupied, but if made interchangeable with the local A-licence vehicles it would lead to greater efficiency and bring the £54 a ton average monthly earnings of the B-licence vehicles up to that of the short-distance A licences, which was £59 16s. a ton.

### Reduced Radius Offered

The normal user sought was: "Mainly rubbish, coal, coke, iron, steel, building plant and materials, scrap metal and machinery, within 25 miles; refrigerators as required for Refrigerator Contracts, Ltd." This included only commodities already authorized on B licence, and they were now prepared to reduce the radius to 16 miles.

Mr. Goss claimed that, having regard to normal user and the Licensing Authority's powers of revocation, this was a better protection for the objectors than "general goods, 16 miles" under B licence.

Mr. Randolph commented that they had now reached the extraordinary position that it was suggested that a B licence could be granted in more general terms than an A licence.

### Questions of Principle

Mr. Atkinson replied that important questions of principle were involved and the history of the B licences should be taken into consideraton. Three out of the five vehicles were originally granted to owners of coal businesses, and if established hauliers could buy up such businesses and later transfer the vehicles to A licence the result could be disastrous.

Of the five vehicles involved, four could at present carry coal and coke only up to 10 miles; four iron and steel from seven to 10 miles, and one up to 35 miles. In addition to the obvious great advantages, it should not be forgotten that 10 to 20 per cent. of the A-licence work could be done outside the normal user if there were a grant.

Mr. J. Parnall appeared for the private objectors—H. Waters and Sons, Ltd.; Jos. Smith (Sheffield), Ltd.; R. Earl and Sons (Transport), Ltd.; and H. Atkinson and Sons, Ltd. He submitted that evidence by three customers as to increased business, when Phillips had 250 customers, did not present a true picture.

Phillips' figures showed a slight decrease over the past six months, and it was well known there was a trade recession in Sheffield and the unemployment figures were the highest in the country. A precedent was being sought which would require the fullest information being available, and he wanted an adjournment to enable the objectors to produce detailed figures.

### "Case Must Go On"

Mr. Goss protested that the objectors had had ample time to prepare their case, and Mr. Randolph ruled that the inquiry should proceed.

Mr. H. Atkinson, managing director of H. Atkinson and Sons, said they had 16 A- and three B-licence vehicles. Work in iron and steel, coal and scrap, had decreased steadily in the past six months and he had an average of two vehicles idle daily. He formerly employed 21 drivers averaging 66 hours a week, but now there were 19 men, averaging 50 hours.

Replying to Mr. Goss, he said he was quite happy with the situation as maintenance work could be done. He would hire vehicles to Phillips if requested.

Reserving decision, Mr. Randolph said that in considering the issue the test he would apply was whether there was any public need.

## FEWER BUSES AND OPERATORS IN MOST AREAS

FIGURES issued in "Summary of Annual Reports of the Traffic Commissioners, 1957-58" (Stationery Office, 3s. 6d.) show that at March 31 this year there were 4,573 passenger operators in all areas with 66,205 vehicles, compared with 4,710 operators with 66,419 vehicles a year earlier.

These figures are exclusive of the fleet of the London Transport Executive, which dropped from 7,758 to 7,617 public service vehicles in the 12 months ended March 31 this year.

Drops in numbers of vehicles were not, however, consistent throughout the country, slight increases being noted for Yorkshire, the North Western Area, South Wales and Scotland, whilst in the South Eastern Area there was no change.

## *Liabilities of Former Haulier £10,000*

WHEN Ernest Albert O'Connor, formerly a haulier at Parrish Hill, Bourneheath, Bromsgrove, appeared for his public examination in bankruptcy at Worcester, last week, it was stated that his liabilities amounted to more than £10,000. Mr. W. H. Haig, Official Receiver, was told that Mr. O'Connor had kept no books of account at all.

Mr. Haig heard that from 1930-50 Mr. O'Connor was engaged in a haulage business with his father. In January, 1950, following his father's death, he entered into partnership with his brother to carry on the business.

He put £800 capital into the business from his own and his wife's savings, and he and his brother were able to draw £15 a week each until the business was sold in September, 1953. His share of the sale—to A. and R. Scott—was £1,500, and he became Scott's manager at a salary of £1,050 a year.

In May, 1955, a property sale brought Mr. O'Connor £1,800, and with a mortgage from his bankers he started a poultry-keeping business, but this was never profitable and he lost about £15 a week until he sold out last July.

While trading as a haulier he had obtained 12 vehicles, costing £13,240, which he later sold for £8,073.

Mr. Haig said that in the absence of a complete statement of affairs the examination could not be continued. It was adjourned until December 9.

## "MAINTENANCE" GRANT CANCELLED

A SUCCESSFUL appeal was made by D. E. Langton, Ltd., Scunthorpe, to the Transport Tribunal, last week, when they opposed the grant of a B licence by the East Midlands Deputy Licensing Authority for a vehicle to be used by G. and C. Johnson (Claxby), Ltd., or Johnsons (1956), Ltd., when any other of these companies' vehicles was withdrawn for maintenance.

Mr. Hubert Hull, president, said that there had been no evidence of any inconvenience to customers of the Johnson companies because vehicles were off the road for short or long periods. If a vehicle were withdrawn from service, this was precisely the kind of case met by Regulation 15 of the Goods Vehicles Licence and Prohibitions Regulations.

## L.T.E. EARNINGS DOWN

RECEIPTS of the London Transport Executive's road services for the four weeks ended October 5 totalled £4,350,000, compared with £4,541,000 in the corresponding period of 1957. Aggregate receipts for the 40 weeks ended October 5 this year were £35,979,000, as against £45,831,000 in 1957.

State-owned provincial and Scottish buses fared better. Their receipts in the four weeks ended October 5 at £4,866,000 and their aggregate earnings for the year to that date at £47,107,000 compared with £4,473,000 and £45,074,000 for the respective periods of last year.

# Men in the News

COL. T. GREGORY, a member of Hampshire County Council, has joined the South Eastern Transport Users' Consultative Committee. He takes the place of ALD. W. K. MARTIN, who has resigned through ill health.

MR. D. E. STOCKING and MR. J. E. BARRELL have been appointed to the board of the Arlington Motor Co., Ltd. Mr. Stocking is goods-vehicle and car sales manager and Mr. Barrell is in charge of public service vehicle sales. Both have been with the company for more than 25 years.

MR. J. B. Y. HILL, Brixton district manager of the Dunlop Rubber Co., Ltd., since 1952, has been appointed deputy sales manager of their national sales division. He is succeeded at Brixton by MR. D. S. C. GURNEY-RANDALL, deputy district manager at Albany Street depot for the past two years.

MR. R. J. WILLIAMS has been appointed car radio representative for the Midlands region of Philips Electrical, Ltd. He is based at Birmingham.

MR. B. HOMFRAY-DAVIES, who was managing director of Metropolitan-Cammell-Weymann, Ltd., for 25 years, has been appointed managing director of Arusha Industries, Ltd.

MR. IB THOMSEN has replaced MR. F. TVETER as treasurer of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. Mr. Tveter has left to become Goodyear finance director for the Benelux countries. Mr. Thomsen joined Goodyear at their headquarters in Akron, U.S.A., six years ago and became treasurer of Goodyear-India in May, 1957.

MR. R. CORBETT has been appointed a director and secretary of the Avon India Rubber Co., Ltd.

COL. JOHN PYE, a leading transport executive, has been installed as the Senior Warden of the Worshipful Company of Carmen.

MR. RONALD MOUAT-BIGGS, High Wycombe garages superintendent of the Thames Valley Traction Co., Ltd., for 30 years, has retired.

MR. C. S. JOHNSON, chief inspector at the Leyland and Chorley works of Leyland Motors, Ltd., has been appointed foundry manager at the company's Farington foundry. MR. JOHN CARTMELL is now foundry production manager.

MR. P. BURGESS, works director, Atkinson Vehicles, Ltd., is to take over the duties of director and sales manager, co-operating with MR. A. R. YOUNG in his duties as sales liaison officer. MR. R. L. BANNISTER has become works manager. He was previously with Henry Meadows, Ltd., and Leyland Motors, Ltd. MR. K. G. COLLEY has taken up the post of chief accountant at Preston.

MR. B. F. W. SCOTT is to succeed MR. W. A. CRAIG as vice-chairman of C.A.V., Ltd. Mr. Scott will relinquish his appointment as sales director of Joseph Lucas (Electrical), Ltd., but will remain as a special duty director. MR. C. P. D. DAVIDSON will be appointed a Lucas director in place of Mr. Scott, and will relinquish his directorship of Girling, Ltd. MR. B. G. CROPPER is to be appointed a director of the sales organization of Lucas. These arrangements will come into effect on January 1 next, but Mr. Craig will continue as a director of C.A.V. until March 31.

# *"C-Licensees and Hauliers Needed"*

ALTHOUGH the C-licence vehicle will remain inevitable in certain spheres of operation, there is good reason for the existence of the haulier, particularly when he is a specialist, such as a bulk liquid carrier. This was stated by Mr. D. H. Joyce, supplies and transportation manager of Shell-Mex and B.P., Ltd., at the 38th anniversary dinner of the Crow Carrying Company, Ltd., in London, last week.

He said the policy of allowing some oil distribution to be done by hauliers had been justified by their efficiency.

Mr. H. H. Crow, chairman, said that with a present strength of 182 vehicles, the problem of the optimum size for a bulk liquid fleet was receiving close attention. There was a duty to meet a satisfied customer's request for more vehicles, but there was also a point beyond which further business could not be undertaken without the risk of losing that entity which was the essence of a family concern such as Crow's.

With a weekly fuel tax bill of £1,000 he considered they were giving service to the customer and "paying our corner." An indication of the company's labour relationship was the fact that 12 employees shared 350 years' service.

Presenting safe driving awards, Mr. H. Mills, an insurance broker, declared that the standard of commercial-vehicle driving was far above that of other road users, and signalling to faster moving traffic was excellent. He gave five main causes of accidents—recklessness, impatience, lack of maintenance, lack of courtesy and selfishness.

### CARNET STILL NEEDED

ALTHOUGH British coaches may now enter freely into France without Customs documents, the Passenger Vehicle Operators Association have been advised that the French Government will require operators to continue to carry for inspection the Carnet de Bord, which is a log sheet issued by the Association on behalf of the French Government.

Carnets may be obtained from the secretary of the Association at 146 New Bond Street, London, W.1.

# *Decision Reserved on Rhodes Meat Appeal*

DECISION was reserved by the Transport Tribunal in London last week when Peter Rhodes, Ltd., Wapping High Street, London, E.1, appealed against the refusal by the Metropolitan Deputy Licensing Authority to allow them four extra vehicles to deliver chilled meat to Tilbury Docks from any part of England, and frozen foods from Tilbury to London.

It was proposed to operate a scheme to send meat by road from this country to Italy, employing the Tilbury-Antwerp ferry. During the whole journey, the meat would be kept at a low temperature. The British Transport Commission, Meatransit, Ltd., J. Packer and Sons, Ltd., R. Cornell, Ltd., the Union Cartage Co., Ltd., and J. Ward and Sons, Ltd., opposed Rhodes.

The Authority had decided that present licensed operators, particularly the objectors, were able to cope with any increased demand for the carriage of meat, and was satisfied that the refrigeration facilities provided by the railways were not less efficient or reliable than those which Rhodes proposed to offer.

It was mentioned that if the appeal were allowed, Rhodes would be prepared to accept a limitation of operation within London, the Home Counties and Lincolnshire.

### CALL FOR MORE EIRE COACH PERMITS

A CALL for the easing of restrictions on British coach operators wishing to take vehicles into Eire was made last week at the annual meeting of the Irish Tourist Association. Mr. H. J. Dowling, outgoing president, said there had been a great increase in coach visitors this year, many of whom would have gone to the Continent if the ban on permits had not been lifted.

Inquiries for next season were encouraging, but there was still an unlimited market to be tapped by the complete abolition of the conditions under which permits were issued to coach operators.

It was announced in Dublin last week that Aer Lingus were offering special rates for the air-lift of coach passengers to and from Eire.

### HAULIERS BLAME DRIVERS FOR RADIUS OFFENCES

ADMITTING 11 charges of not complying with the conditions of their B licence, Blaby Haulage, Ltd., Abbey Gate, Leicester, were fined a total of £22 by Leicester magistrates last week. Mr. John Bray, prosecuting, said road-making and building materials had been carried outside the radius.

Mr. J. Bullough, defending, pointed out that the company had to rely to a great extent on their drivers, who had strict instructions not to break the radius.

"But drivers are human, and if they drive longer distances they get more expenses," said Mr. Bullough. "They are, therefore, inclined to overlook the instructions given to them."

# Haulage Director Questioned About Vehicles Off Road

THE managing director of L. G. Trigg and Co., Ltd., Donisthorpe, Leics, was questioned by the East Midlands Deputy Licensing Authority, last week, when the company sought the renewal of their B licence for eight vehicles. The Authority said that he had reason to believe that a number of vehicles stood idle during part of the year.

Mr. L. G. Trigg, managing director, produced figures but said that he could show only accounts of work done without reference to particular vehicles. This was because his costing system related to drivers rather than vehicles.

He admitted that two vehicles had been off the road for several months for maintenance and three others had been disposed of. Two further vehicles were used under C-hiring margins, and there were only three B-licensed vehicles operating at the present time, mainly upon carrying coal for the National Coal Board.

Work for the Leicestershire County Council had stopped in August and would not start again until next year. An application had been made to substitute the three small coal vehicles by a 15-tonner, but the three vehicles would probably be wanted again when the council work was resumed.

The Authority said that there was no intention of depriving the applicants of their livelihood, but it was plain that three vehicles were sufficient for most of the year. The decision was reserved.

### ANOTHER C-HIRE CASE HEARD IN SCOTLAND

ANOTHER Scottish C-hire case, this time involving two farmers, was heard at Stonehaven Sheriff Court last week. J. and W. Robertson, Laurencekirk, denied using three C-licence vehicles for hire or reward between September 24, 1957, and February 11, 1958.

For the prosecution it was stated that two companies with hiring allowances used the Robertsons' lorries, and there would have been no breach of the law if the hirers had secured their own drivers. However, in this case the Robertsons had their own men driving the vehicles, although they tried to get round the law by ostensibly engaging them through a hire agency.

It was known that the men worked for the Robinsons and were paid by them and not by the licence holders.

After the Sheriff had said the crux of the case was whose servants the drivers actually were, the hearing was adjourned until November 13.

### INVESTIGATION FOLLOWS "ABSURD" PAY AWARD

AN investigation into the cleaning of Southport's bus fleet is to be conducted by Mr. Jackson Hoggard, transport manager. This follows a pay award —described by Mr. Hoggard as "utterly absurd"—which will mean night cleaners getting higher wages than drivers.

Under the new award, a driver will get £9 2s. a week whereas the night cleaner's wage will be £10 5s. Mr. Hoggard says he intends to eliminate as much night-cleaning work as possible.



*Described in "The Commercial Motor" last week, this A.E.C. Mammoth Major has a plastics dumper body 18 ft. long made by Bowyer Bros. (Congleton), Ltd. It is intended for carrying gravel and weighs only 9 cwt.*

## *Unspecified Objections Disqualify Appeal*

BECAUSE C. P. Marshall (Transport), Ltd., had not specified their objections, the Transport Tribunal last week decided that they could not hear their appeal against a grant by the East Midlands Deputy Licensing Authority to the North Lincs Haulage Co., Ltd. The Authority had allowed North Lincs to use a vehicle when a licensed outfit was withdrawn for maintenance.

Mr. Hubert Hull, president, said that when North Lincs applied in July last year for a B licence, objections were lodged by the railways and Marshall. The Commission's form of objection followed regular prescription but Marsall's did not.

Mr. Hull continued to say that whereas Mr. J. Fox-Andrews, for Marshall, had relied upon two previous decisions by the Tribunal that objectors had no right of appeal when their objections failed after their notices of objection were not in the prescribed form, these decisions should not be construed to mean that any departure from the normal procedure was fatal.

In this case, Marshall had failed to specify any ground of objection and therefore the Tribunal reluctantly could not hear their appeal.

### £17,057 DAMAGES AGAINST STANDERWICK

DAMAGES totalling £17,057 were awarded by Mr. Justice Austin Jones to a widow and a widower last week against W. C. Standerwick, Ltd. The case arose out of an accident in which one of the company's coaches was involved.

The widow received £12,000 for her injuries and £3,807 for the death of her husband, whilst the other recipient was awarded £500 for his injuries and £750 for the death of his wife.

## Transport Problems for Next Generation

SENIOR men in the transport industry today face tasks which are more difficult and complex than those their predecessors had to cope with, but when the next generation takes its place the problems will be even more acute. This was forecast last week by Mr. D. Stewart, traffic manager of Irish State Railways, when he spoke about "Training for Transport Management" to Institute of Transport members at Hull.

Dealing with public transport, Mr. Stewart said the major requirement was that returns should cover the cost of operation. This was a great problem and a challenge to transport managers. The principal reason why public transport had been criticized so much in recent years was because it had failed to pay its way.

One of the most urgent requirements in the industry was that there should be informed public opinion, and transport executives should ensure that their subordinates were able to create a better "climate" by their actions.

### WANTED—BUYER FOR SHEFFIELD JUBILEE TRAMS

SHEFFIELD is to conduct a world-wide campaign to find buyers for its luxury-type Jubilee trams, which were designed specially by the undertaking.

Ald. S. I. Dyson, transport committee chairman, said it had been decided to try to sell them now rather than wait until all trams had been withdrawn. In this way the city would probably get a better price for them.

Ald. Dyson thought the trams would go overseas or perhaps to places like Blackpool where there was no intention of scrapping tram services.

B27

# Withdrawal of Trams Worries Unions

GLASGOW'S change from trams to buses has brought labour trouble. The transport department have been asked by trade unions to clarify the position concerning about 1,000 men who fear that they may lose their jobs because of the change-over.

In reply, a statement has been circulated explaining the position and the implications of the corporation's decision. It contains an assurance that every effort will be made to avoid redundancy and that the men will be absorbed into other jobs as far as possible.

Most anxious are 550 men in the permanent way section and 250 in the Coplawhill tram-building works, and there are about 130 tram drivers whose age prevents them being trained as bus drivers. The corporation have stated that there will be work available in other departments with no break in pension rights if the men are prepared to transfer at the risk of receiving lower wages.

At present, most tram men are being trained as bus drivers.

### 10th CONVICTION: FINED £61

FINES totalling £61 17s. 6d. were imposed at Dewsbury, last week, on John William Collins, haulier, Navigation House, Mirfield, for using a van without an Excise licence. It was stated that he had nine previous convictions for Excise licence offences.

Insp A. Morris said the van was being used on a school meals service at Heckmondwike, but when stopped by the police it was noticed that licence duty had been paid for only the first quarter of the year.

### HIGHER PAY DATE

RATES of pay for drivers of C-licence vehicles in the ballast and sand industry are still under consideration, but any adjustment that will be agreed will be operative from October 21. This is the date from which higher pay is being given to quarry workers.

### NEW TRANSPORT COMPANIES

**Green's Road and River Transport Co., Ltd.** Cap. £100. Subs.: Gordon F. Pyle, 26 London Road, Buntingford, Herts, and Raymond G. Jarvis, 18 Green Lane, Worcester Park, Surrey. Sec.: G. F. Pyle. Reg. office: Milroy Wharf, Blackfriars Bridge, London, S.E.1.

**Westrams (Notts) European Trailers, Ltd.** Cap. £5,000. Dirs.: Thomas A. Eason and Mabel L. Eason, 1 High Oakham Drive, Mansfield, and Harry Winfield, Westbrook, Derby Road, Mansfield. Sec.: Margaret M. Lucas.

**L. E. Shaw (Surbiton), Ltd.** Cap. £5,000. Dirs.: Lawrence J. Alborough and Carol W. Alborough, Hethersett, Pelhams' Walk, Esher, Surrey, and Edgar E. Warman, 5 Westland Avenue, Slough, Bucks. Reg. office: 34-5 Alpha Road, Surbiton, Surrey.

**Bush Transport, Ltd.** Cap. £1,000. Dirs.: Frederick W. Thomas, Sen., 19 Leffern Road, London, W.12, Frederick W. Thomas, Jun., 9 Leffern Road, London, W.12, Dennis A. Thomas and Donald F. W. Thomas. Sec.: Donald F. W. Thomas. Reg. office: 9 Leffern Road, London, W.12.

**W. H. Hall and Son (Heolycyw), Ltd.** Cap. £500. Dirs.: William H. Hall and Mrs. Eunice M. Hall, Darren House, Heolycyw, Glam. Sec.: D. A. Williams. Reg. office: Darren House, Heolycyw.

**G. N. Carne and Co., Ltd.** Cap. £100. Dirs.: Geoffrey N. Carne and Mrs. Ida Carne, 136 Parkhills Road, Bury. Sec.: Ida Carne.

**Quorn Transport, Ltd.** Cap. £5,000. Dirs.: Edwin E. Hopley and Mrs. Ann E. Hopley, 237 Markfield Lane, Markfield, Leicester. Sec.: E. E. Hopley. Reg. office: Warner Street, Barrow-on-Soar, Leics.

**P. H. Waters and Sons, Ltd.** Cap. £1,000. Dirs.: Percy H. Waters, Margaret E. Waters, William J. Waters and Leslie R. Waters, Redrays, Frittenden, Cranbrook, Kent. Sec.: Margaret E. Waters. Reg. office: Redrays, Frittenden, Cranbrook.

**Lenton and Bray, Ltd.** Cap. £10,000. Dirs.: Arthur W. Bray, 69 Grange Road, Longford, Coventry; Albert Lenton, 24 Stanley Road, Hinckley; Barrington Bray, 18 Gleneagles Road, Coventry, and Albert Lenton, Jun., 23 Frederick Avenue, Wyken. Sec.: Albert Lenton. Reg. office: Blackhorse Road, Longford, Coventry.

# *Work Starts on Oil Pipe Across Wales*

CONSTRUCTION work has started on what will be Britain's longest crude oil pipeline when it is completed by the end of next year. The pipeline will run for nearly 60 miles across South Wales, linking the British Petroleum Company's new deep-water tanker terminal at Milford Haven with their Llandarcy refinery. It will have an annual capacity of 5m. tons.

Site work has begun at the Llandarcy end and at present concentration is on the more difficult sections where the pipeline will run across roads, rivers and railways. Next spring, work will start on the main run of the line, which will be laid at the rate of two miles a week.




*This Bedford 7-tonner was supplied by Cottee and Edwards, Ltd., Nottingham, to Lewis W. Evans (East Kirkby), Ltd., Kirkby-in-Ashfield, hauliers. It has a steel body built by Messrs. Farnsworth and Co., Riddings. The Bedford oil engine drives through a five-speed gearbox and a two-speed axle. The vehicle averages 15 m.p.g. in hilly country.*

B28

# "All Drivers Should Know This Danger"

EVERY lorry driver in the country should be told that it is not a safe practice to throw a spare coil of rope on the back of a vehicle, Mr. A. P. Lockwood, Sheffield Coroner, said last week.

His remarks were made at the inquest on a Sheffield woman who was killed when she was lassooed by a rope trailing from a lorry and struck her head against a stationary vehicle.

The driver said in evidence that he sheeted and roped his load about four miles from the scene of the accident and his tailboard and sideboards were up. He threw a spare coil of rope in the back of his lorry but he had no idea that this was trailing until told of the accident.

A lorry-driver witness described how a 30-ft. length of rope trailing from the lorry whipped across the road and wrapped itself round the legs of a woman carrying a baby. It pulled her to the ground and she struck her head on a stationary hearse.

P. C. W. Lampard said tests were carried out with a police car and a piece of trailing rope to determine the swinging action when a vehicle was driven up to 30 m.p.h. Tests were made over four miles and at no time would he have seen the rope without purposely looking for it.

After a verdict of accidental death had been returned, the Coroner said there was no criminal negligence on the driver's part.

### "HOUSING POLICY AND TV HITTING BUSES"

TELEVISION and the wider spread of city housing are the main factors competing with civic transport, according to Mr. W. M. Little, Edinburgh's transport manager. He told Edinburgh City Business Club that residents on the perimeter were not paying anything like a 300 per cent. increase on pre-war fares, which justified the claim that municipal transport was giving good value.

The transport department got no contribution from the rate and drew its revenue entirely from fares. "You get what you pay for, but we try to give value for the money that is paid," said Mr. Little.

However, operators were up against stiff competition, not only from organized transport but also from private cars, scooters and other forms of private transport.

### RENAULT-ALFA ROMEO VEHICLE AGREEMENT

AN agreement has been entered into between the French Renault and the Italian Alfa Romeo concerns whereby Renault are to undertake the construction and sale in France of all Alfa Romeo vehicles, whilst Alfa Romeo will make under licence and sell in Italy Renault Dauphine private cars.

Last year Alfa Romeo produced some 23,000 vehicles and a considerable number of oil engines for marine and industrial purposes.

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# COMMER-UNIPOWER

## 10 TON SIX-WHEELER
## with Trailing Axle



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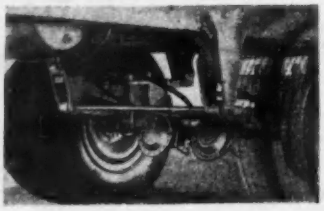
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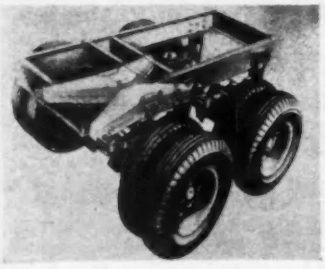
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B29

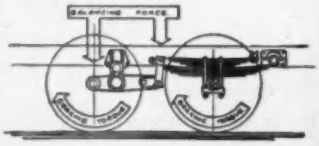
# YORK TRAILERS

## TOPS IN TANDEMS





*The "No Hop" Tandem*



*The single York Tandem has only two moving parts. Brake Torque is balanced, tyres stay glued to the road.*

# Praised for design preferred for value

There's no doubt about it, York leads the field in growing user preference. The reasons are obvious as soon as you examine a YORK TRAILER, comparing specifications with any other trailer at any price. From 10-25 tons, in a great variety of models, York Trailers can be counted upon to carry more, weigh much less and to roll so easily that they have been described as "The same as extra horsepower."



*The massive yet light York Tandem Maximum Load Trailer with Cantilever Frame construction.*

B30

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**B & W Motors Ltd.,**
146 Newhampton Road West, Wolverhampton. Wolverhampton 51293

**Commercial Motors (Hull) Ltd.,**
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**Comberhill Wakefield Garages Ltd.,**
Ings Road, Wakefield. Wakefield 6051

**T.G.B. Motors Ltd.,**
Primrose Works, Clitheroe. Clitheroe 784

**Peterborough Engineering Co.,**
44 Eye Road, Newark, Peterborough. Peterborough 6161

**S. McCormick (Belfast) Ltd.,**
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B31

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F305

B32

# Bench Say Seaweed is Not Rubbish

IF seaweed is taken to a local authority's tip and mixed with other refuse there, can it be classed as general refuse? This question cropped up at Bournemouth, on Tuesday, when a haulier, Stanley Wilfred Russett, Ensbury Park, Bournemouth, faced six charges of using a B-licence vehicle outside its conditions.

Mr. J. A. P. Bartlett, prosecuting, said the lorry was used to carry seaweed for payment, although the licence conditions specified agricultural produce, building materials or coal. Since being visited by a traffic inspector, Russett had made a successful application to have seaweed added to the conditions.

The inspector, Mr. Leonard Thomas, agreed with Mr. J. W. Miller, defending, that the existing conditions did not matter when refuse was being removed at the direction of a local authority. He added that he would not dispute seaweed being classed as rubbish.

Mr. Miller submitted that it definitely was rubbish and was treated as such by the corporation. Therefore, there could be no breach of the licence conditions.

The magistrates found the case proved, however, and fined Russett 10s. in each case. The fines were increased to a total of £9, with £12 12s. costs, after Russett had admitted six charges of illegally substituting an unlicensed vehicle for a B-licence lorry which was off the road.

### NO STANDARD SOLUTIONS OF ROAD PROBLEMS

ADDRESSING the third world meeting of the International Road Federation in Mexico City this week, the leader of the British delegation, Mr. Christopher Brunner, vice-chairman of the British Road Federation and a director of Shell-Mex and B.P., Ltd., said that standard solutions of the highway problems of different countries were improbable.

Justification for new road schemes in developed countries was primarily economic; in under-developed territories it was likely to be social. The success of one urban motorway did not mean that a road of similar layout would be equally successful elsewhere. It was the task of national road associations to concern themselves with detail and at the same time to facilitate the international exchange of basic data with under-developed countries.

### DRIVER DID NOT KNOW HIS EMPLOYER

A LORRY driver who, when stopped by a vehicle examiner, said he did not know the name of his employer, appeared before Lexden and Winstree magistrates at Colchester last week. He was Michael Henry Thomas Lees, Woodbury Street, London, S.W.17. Sentence on him was reserved until November 6, when the case against the owner of the vehicle he was driving is to be heard.

Lees was summoned for using a lorry with inefficient steering, a faulty front shackle pin and defective tyres, and for failing to keep records.

# *Road-Rail Combination is Future Plan*

SOME combination of road and rail services was part of the pattern of future communications, Mr. H. C. Johnson, general manager of the Eastern Region of British Railways, told the East Midlands Transport Users' Consultative Committee at Bourne on Monday.

The committee was hearing 35 objections to the British Transport Commission's plan to close wholly to passenger traffic and partly to goods traffic the 175 miles of the old Midland and Great Northern Railway from Saxby to the Norfolk coast.

The Commission argued that the closure would save at least £640,000 a year and there would be ample provision by the use of the Great Eastern line and additional bus facilities.

Mr. Johnson said that there were nearly as many buses in and out of Bourne in a day as there were passengers on the railway. Moreover, only 6 per cent. of the sugar-beet sent to the Spalding factory went by rail. The opposition had argued that there was no suitable alternative transport for the area's great agricultural production, including potatoes, sugar-beet and grain. Bus services were also said to be sparse.

### MORE BABYCHAM FOR HAULIERS

A SUBSTANTIAL quantity of Babycham would in future be available for transport by hauliers, Mr. S. W. Nelson, Western Licensing Authority, said at Bristol on Tuesday. "Recently, Showerings, Ltd., the manufacturers, were convicted on a number of summonses, which has meant they have had to re-organize their business in order that they may comply with their licence conditions, and this will bring about more haulage for outside firms," he added.

He was hearing an application by Massey and Wilcox, Gurney Slade, Somerset, to replace a vehicle of 2¾ tons by an articulated outfit of 4¼ tons to carry general goods, mainly dairy products, paper and agricultural requisites, normally to London, the Midlands, Yorkshire, and within a radius of 250 miles. The application, which was opposed by British Railways and British Road Services, was granted.

### EXPANSION NOT EXPECTED

WHEN he granted an operator a licence in 1956, he had not contemplated that the haulier would expand his activities to their present state, Mr. S. W. Nelson, Western Licensing Authority, admitted at Bristol on Tuesday.

Champion Delivery Service, 15 Barrow Road, Bristol, 5, were applying to vary the conditions of their B licence for a vehicle of 2 tons 19 cwt., to read: "Retail deliveries, furniture and household effects within a radius of 200 miles." There were 12 objectors, including B.R.S. (Pickfords), Ltd.

The applicants began in 1956 with a 5-cwt. van and now operated a Luton van. The application was refused for lack of evidence.

# Customers Will be Check on Drivers

A "SILENT" check on a vehicle operated by Hall, Harding, Ltd., Denmark Hill, Camberwell, London, S.E.5, resulted in the company being fined £28 10s., with £4 4s. costs, at Lambeth on Tuesday. They admitted 40 charges, 17 of them concerned with drivers' hours and the rest relating to records.

Mr. L. Barker, prosecuting, said the company operated at least 50 vehicles, and one of them was noticed at Wittering, near Stamford. Subsequently records were checked at the company's office and they purported to show that the driver of this lorry finished work at Newcastle on the night he was seen in Lincolnshire. He later admitted that he had driven the vehicle back to London that evening.

While the records were being examined, other offences came to light.

Mr. D. Tudor Price, defending, said they had made every effort to comply with the law, and circulars had been sent to branch offices and drivers. In future, the movements of drivers would be checked by telephoning customers.

The magistrate, Mr. Geoffrey Rose, imposed a £1 fine for each of the hours offences and a 10s. fine for each of the records offences.

### NEW VEHICLE GRANTED AFTER STERN WARNING

A SEVERE warning was given on Tuesday by Mr. S. W. Nelson, Western Licensing Authority, to the Sandford Haulage Co., Nye Road, Sandford, Somerset. Before doing so, he granted their application to replace a vehicle of 4½ tons by one of 6 tons 6 cwt. The additional unladen weight arose because the vehicle was specially constructed to carry hot tarmacadam.

Mr. R. K. Bassett, a traffic examiner, gave evidence that on four occasions this year the Sandford Haulage Co. had carried goods outside the terms of their licence.

Mr. Nelson said that he could have brought proceedings in the magistrates' court, but he had decided to deal with the company personally. He would not warn them again and would not hestitate to revoke their licence if they continued to infringe the conditions.

### "KERB SPACE" CAMPAIGN WELCOMED

SINCE its launching by the Minister of Transport last week, the Traders' Road Transport Association's "Kerb Space is Precious" campaign has received the whole-hearted support of more than 40 civic authorities in and around London.

The voluntary code, which is designed to reduce waiting time by commercial vehicles in busy city streets, has been particularly welcomed by the traffic committees of Westminster City Council and the highways and works committee of Holborn—both areas in which congestion is acute.

c1

# Municipal Wages Follow Suit and London Busmen Now Want 2s. More

FOLLOWING last week's award of an extra 7s. a week to provincial company bus workers, a similar rise has been granted to the employees of municipal undertakings. Similarly, municipal maintenance workers on night shifts will receive increases ranging from 11s. to 31s. a week.

The municipal award will add about £2.5m. to the aggregate annual wages bill. The reported cost of the company workers' rise is some £3.5m. An effect of these increases is that the differential between the pay of workers in and outside London has lessened, and representatives of London Transport workers decided on Monday to claim an extra 2s. a week for some 5,000 platform staff on country routes. Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, was to be asked to support the move.

He was also to be asked to interpret a clause in the settlement with the employers which states that London Transport country bus workers should receive pay which was not unfavourable to that of "comparable grades elsewhere." If this phrase referred to provincial company and municipal staff, there might be justification for a 2s. rise.

The whole matter, however, is likely to be reviewed on November 18, when a conference of all busmen's union representatives from all parts of the country will be held. They will attempt to co-ordinate wage policies for the different sections of the industry.

A sub-committee of Birmingham Transport Committee have recommended that their pay scales should be revised so that local rates will remain 10s. above the national average. The undertaking do not belong to the national joint council of municipal bus employers, having been expelled for paying elevated wages. The trade union had asked the committee to consider an increase in wages at least comparable with any national rise.

### U.A.S. Proposals

At Coventry, Walsall, Wolverhampton and West Bromwich, busmen's net increases will be 5s. 6d. as they were previously paid somewhat above ordinary rates. Mr. A. T. Evans, general manager of United Automobile Services, Ltd., has said that the company would try to absorb the effects of the increase without raising fares.

Mr. J E. T. Robinson, general manager of the United Counties Omnibus Co., Ltd., said they would be unable to absorb the whole cost of the wage award.

The Trent Motor Traction Co., Ltd., are faced with an addition of about £40,000 a year to their operating costs. Mr. William Leese, general manager, said the company would try to keep fares at their present level for the moment.

For Barton Transport, Ltd., Mr. T. A. Barton said the award would cost the company £26,000 a year, but they were reluctant to curtail services or increase fares.

In the view of Mr. R. F. Bushrod, c2 general manager of the Lincolnshire Road Car Co., Ltd., some fare increases were inevitable. The cost of the increase, amounting to about £40,000 a year, could be partly met by the abandonment of some uneconomic services and increases in existing sub-standard fares.

Mr. James Amos, Scottish Bus Group, anticipated an increased wages bill of more than £600,000, which could be met only by higher fares or reductions in services.

### "Unpalatable Alternatives"

The unpalatable alternatives of increased fares or drastically curtailed services were foreseen by Mr. T. W. H. Gailey, Western National Omnibus Co., Ltd., and Southern National Omnibus Co., Ltd. Here the increased wages cost would be in the region of £90,000 a year.

Mr. J. Forster, general manager of the Northern General Transport Co., Ltd., considered that some sub-standard fares might have to be revised. Ald. S. I. Dyson, chairman of Sheffield Transport Committee, thought it impossible to raise fares.

In Glasgow, where the corporation are faced with an increased wages bill of £200,000 a year, higher fares are regarded as almost inevitable. Edinburgh, with £80,000, and Aberdeen with £33,000 a year to find, may also adopt the same solution.

One of the economy moves proposed at Leicester is the use of bigger buses. On one route they will run at 5½-min. intervals, instead of 5 min., and this is expected to save £7,000 a year.

### Finances Under Review

The increase of about £25,000 a year on the wages bill at Hull comes at a time when the finances of the undertaking are under review.

Ribble Motor Services, Ltd., stated that the award would cost £110,000 a year, two-thirds of the profits earned by the company last year.

Mr. Charles W. Baroth, general manager at Salford, said they were faced with an increased wages bill of £28,000. In a full year, the cost to Manchester would be £140,000 and either a rise in fares or cuts in services would have to be imposed. Southdown Motor Services, Ltd., and the Brighton, Hove and District Omnibus Co., Ltd., anticipated increased wages of £100,000.

### VEHICLE TESTS NEXT YEAR

INSPECTION and registration of garages for compulsory testing of vehicles would probably start in a few weeks, and the testing scheme would possibly begin next year, Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, told the Motor Agents Association on Tuesday.

## *Retirement Will Mean Tilling Reshuffle*

WHEN Mr. F. P. Arnold retires from the Tilling Group Management Board on December 31 a number of new appointments will take effect. Mr. J. S. Gavin will become chairman of United Automobile Services, Ltd., and associates, and the Brighton, Hove and District Omnibus Co., Ltd., and will join the board of the Lincolnshire Road Car Co., Ltd.

Mr. C. H. S. Pickett will become chairman of the West Yorkshire Road Car Co., Ltd., and associates, and will become a member of the Halifax and Huddersfield Joint Omnibus Committee. Mr. M. A. Holmes will be the new chairman of Crosville Motor Services, Ltd. Mr. R. I. H. Longman will become a director of U.A.S. and associates and London Coastal Coaches, Ltd.

Although Mr. Arnold is also retiring from the boards of the Eastern Counties Omnibus Co., Ltd., and Wilts and Dorset Motor Services, Ltd., no changes will be made to those companies.

The four men concerned in the appointments are all members of the group management board.

### HAULIER WALKS OUT—"HAD ENOUGH"

WHILE being cross-examined at Liverpool, on Tuesday, a haulier suddenly announced that he had "had enough" and left the court. He was Mr. G. H. Cropper, Liverpool, who had applied to vary his B licence by adding "goods for Tubewrights, Ltd., as required."

For the applicant, Mr. A. E. Whitehead said he held a number of licences, including a special A licence for 10 vehicles and a B licence for four vehicles.

In evidence, Mr. Cropper said that at present his B-licence vehicles carried cattle foods and all kinds of metal work. The special-A vehicles carried a large amount of tube steel for Tubewrights, and he wanted to split this work between special A- and B-licensed lorries.

For the British Transport Commission, Mr. A. W. Balne submitted that operational schedules which Mr. Cropper had put forward were of no value. After Mr. Balne had asked some questions, Mr. Cropper withdrew his application and left. The case had been adjourned three times previously (*The Commercial Motor*, October 3).

### NEW A LICENCE GRANTED

AFTER agreeing to amend the normal user he had sought, Mr. M. Smith, Liverpool, was granted a new one-vehicle A licence last week by the North Western Deputy Licensing Authority, Mr. J. R. Lindsay. He had originally asked for a user of: "General goods, South Wales, London and Southern Scotland."

Mr. A. W. Balne, for the British Transport Commission, said their objection would not be pursued if Mr. Smith modified the user to: "General goods mainly within 25 miles, and occasional journeys to London, South Wales and Southern Scotland."

## *Llandudno Bus Battle Flares Up Again*

A CLAIM that Crosville Motor Services, Ltd., were determined to run the Llandudno and Colwyn Bay Electric Railway Co., Ltd., off the road was made at Llandudno on Tuesday. The railway company, who changed to buses in 1956, were appealing against January's decision by the North Western Traffic Commissioners regarding the services operated by the companies on a common route between Llandudno and Colwyn Bay.

At that hearing, the railway company suggested that Crosville should operate a 15-minute frequency during the winter months, instead of every 10 minutes as at present. This would prevent the route being "over-bussed," and would enable the railway company to enjoy 50 per cent. of the profit on the route.

On Tuesday, Mr. John R. Amphlett, a director of the railway company, produced figures which, he claimed, proved that fewer buses could be operated without loss of gross revenue.

He pointed out that during the Suez crisis the companies each operated four journeys an hour. This meant a considerable reduction in mileage and operating costs, yet the gross takings remained unchanged.

### "Costly Attitude"

"Realizing this," said Mr. Amphlett, "one wonders why Crosville persist in their attitude, which obviously costs them money. It is an attitude which only brings nearer the next application for increased fares, and one which must reduce the annual profit they can hand over to their big shareholder, the British Transport Commission. We say they do it to make it impossible finally for us to carry on, and if that happens additional annual revenue of £40,000 will fall into their laps."

For Crosville, Mr. Edward Jones said that although gross revenue did not drop during the Suez crisis it did not go up despite the number of cars off the road.

It was a fallacy for the railway company to suppose that the expenses of both companies on the common route should be the same, and it was obvious that Crosville's takings, by virtue of cross-over traffic, would be much larger. Their service was a long-established one, and they could not afford to have it interfered with for fear of meeting with consumer resistance.

Mr. A. N. C. Shelly, the Ministry of Transport inspector, said he would complete his report as quickly as possible.

### C.A.V. SALES CHANGES

MORE changes in their sales organization have been announced by C.A.V., Ltd. The Eastern Area, under Mr. G. H. Wolno, has been extended to reach from Lincolnshire to Essex. The South-Eastern Area now comprises the Home Counties, together with Hants, Sussex, Oxfordshire and Berkshire, and Mr. D. J. Thomas is area manager. Mr. J. E. Liardet is in charge of the London Area, which covers an 18-mile radius from Charing Cross.

### PROFIT AND LOSS

**Ransome and Marles Bearing Co., Ltd.**, £666,581 group net profit.

**Birmid Industries, Ltd.**, £989,731 group profit after all charges, including £963,349 tax. Year's dividend 10 per cent., plus 7½ per cent. bonus.

**Steel Barrel, Scammells and Associated Engineers, Ltd.**, £93,890 group net profit before £17,626 tax. Year's dividend 20 per cent., plus 5 per cent. bonus.

**Kennings, Ltd.**, and subsidiaries, £890,600 trading profit before £352,041 taxation. £265,969 net profit. 13 per cent. final dividend recommended to make 18 per cent. for year. Last year's net profit £174,088.

## Railways Using E.R.F. 15-ton Tractors

TWO E.R.F. 15-ton tractors, the first of their type to be adopted by the North Eastern Region of British Railways, are now being used for the collection and delivery of heavy loads in the Leeds and Newcastle upon Tyne areas.

The vehicles, which have Gardner 5LW engines and bodywork constructed at the B.R. shops in Stratford, are employed in conjunction with existing drawbar trailers.

One was recently used to carry a 15-ton crane girder, 68 ft. long, 7 ft. high and 7 ft. wide.

### HAULIER FINED £21

A FINE of £21 with £5 5s. costs was imposed upon Alfred J. Thomas, haulier, Badminton Road, Coalpit Heath, Glos, at Lawford's Gate last week after he had pleaded guilty to three charges of failing to cause proper records to be kept, and four for permitting an employee to drive for longer periods than allowed.

William R. J. Hicks, an employee, was fined a total of £14.

### LEVEL CROSSINGS A "CURSE"

AFTER studying traffic conditions in Hull, the Ministry of Transport divisional road engineer has decided that first priority should be given to removing the Dairycoates level crossing in Hessle Road. He said level crossings were the curse of Hull's road transport system.

## *Perkins Engines to be Made by Bugatti*

PRODUCTION of the Perkins Four 99 1.6 litre 43 b.h.p. oil engine is to be undertaken in France by Bugatti at their Molsheim factory. The engines will be made under licence on behalf of the Société Française des Moteurs F. Perkins. Production is to start soon and is expected to number 5,000 engines in the first year, 12,000 during the second and more than 20,000 during the third.

A number of French car and tractor manufacturers is stated to be interested in the Four 99 and it is believed that there is a substantial potential market in France for this unit. Other Perkins engines have been made in France since 1954.

It was announced earlier this week that an order had been placed with F. Perkins, Ltd., for 102 Four 99 engines, which will be fitted to taxis in Hong Kong and Kowloon.

### SIX-WHEELED COMET FOR BULK LOADS

APPRECIABLE savings in cost have been made by the Southern Gas Service, Southampton, who have put into service a Leyland Comet with a third axle fitted and the chassis reinforced by J. H. Sparshatt and Sons (Southampton), Ltd. The conversion added about 14 cwt. to the unladen weight of the chassis.

An Eaton-Hendrickson RS.320 trailing-axle unit was used. Rubber suspension affords a high degree of articulation. Chassis-strengthening plates are fitted to each longitudinal frame member, and an additional cross-member with flitch plates carries the torsion-rod brackets.

To carry 12-ton loads of either coal or coke in bulk, Sparshatt provided a light-alloy body 18 ft. long, 8 ft. wide and 6 ft. 6 in. high. Agents for the six-wheeler conversion in the south, Sparshatt quote £650 as the cost for adapting a Comet with a heavy-duty two-speed axle.




*Similar to an outfit about which a road test report appeared in "The Commercial Motor" on June 13, this Leyland Comet with third-axle conversion by J. H. Sparshatt is proving an economical vehicle to the Southern Gas Service for the transport of bulk loads in its light-alloy body. Tecalemit chassis-lubrication gear is fitted.*

c3

# Change from C to A Licence Contested

WHEN E. E. Howes Transport, Ltd., appealed before the Transport Tribunal in London, last week, against the refusal by the Metropolitan Licensing Authority to add to their A licence six articulated low-loaders and two platform lorries currently working under C-hire to Enfield Cables, Ltd., Mr. J. R. C. Samuel-Gibbon, for the British Transport Commission, said that Howes did not wish to deal with more cable traffic on outward runs but to carry unspecified return loads about which no one knew anything.

Mr. M. V. Argyle, for Howes, submitted that the vehicles were worked for 82½ per cent. of their time, but if they came under A licence one would become surplus to the requirements of Enfield Cables. It could then be more economically used for other customers.

Enfield Cables supported Howes. The Authority, said Mr. Argyle, appeared to think that the application had some relation to the Allison principle, but, he stated, the appellants had made a straightforward case based on public need.

Mr. Samuel-Gibbon said that there had been no evidence as to whether Howes would be given more or less work if an A licence were granted. Decision was reserved.

### MATINEES STAGGERED TO MISS EVENING RUSH

RESPONDING to the appeal to stagger hours, the London Palladium theatre are to hold their matinee performances of their Christmas pantomime from 2.45-5.50 p.m., so that departing audiences will not join the 5.30-p.m. rush.

The committee concerned with staggering hours in London reported last week that 200 central London employers had co-operated with them, so that the 5.30-p.m. peak had been depressed by 10,000 travellers.

It was felt that more companies had adopted staggered hours since the bus strike. A new survey has been started, so that the working times of 500,000 people can be analysed.

### DOUBLE WHITE LINES

DRAFT regulations on painting double white lines on roads throughout the country have been sent to representative organizations, and when comments have been received by the Minister of Transport and the Scottish Secretary of State they will take decisions upon the form that regulations should take.

This information was given by the Minister in the House of Commons last week.

### "NO ADVERTISING" DECISION

SOUTHPORT has decided not to follow Blackpool's example in allowing exterior advertising on corporation buses. The transport committee has rejected a £12,375 quotation from an advertising concern to cover a five-year period. Southport operates 55 buses.

c4

### MUNICIPAL OPPORTUNITIES

**City of London** Police Committee require a van.

**Middleton** Borough Council are to buy a pick-up.

**Thornaby on Tees** Borough Council are to buy a gully emptier.

**Preston** Highways Committee wish to buy a chassis for a gritter.

**St. Pancras** Building Committee recommend that a Bedford van be purchased.

**Bootle** Health Committee seek to acquire an ambulance from Voss Motors, Ltd.

**Bradford** Transport Committee wish C. H. Roe, Ltd., to refurbish eight used trolleybuses.

**Redditch** Works Committee seek to acquire an Austin oiler from T. and M. Dixon, Ltd.

**Burton on Trent** Works Committee wish to buy a Bedford-Eagle gully emptier from R. W. Kenny, Ltd.

**Lancashire** County Council are to acquire four Land-Rovers, a 5-cwt. van, a 15-cwt. van and a lorry.

**Pontypridd** Urban District Council are to purchase a Karrier Bantam and a Gamecock refuse collector.

**Torquay** Health Committee seek tenders for the supply of two B.M.C.-Eagle Compressmore refuse collectors.

**Ealing** Works Committee advise that a number of Bedfords be acquired from Spurling Motor Bodies, Ltd.

**Wakefield** Health Committee wish to buy two B.M.C. oil-engined taxi chassis with sitting-case bodywork from Westgate Motors (Wakefield), Ltd.

**Walsall** Fire Services Committee recommend that a Dennis fire appliance be obtained. The transport committee approve the purchase of a Dennis tower wagon.

**Norwich** City Council are advised to obtain three Dennis Paxit refuse collectors from Delves Motors, Ltd., and a Morris J2 ambulance from Kennings (Norwich), Ltd.

**Wallasey** Health Committee wish to purchase an Austin-Appleyard sitting-case ambulance from Meadows (Automobiles), Ltd. The transport committee seek to borrow £42,350 to buy seven Leyland Atlanteans.

**Croydon** Transport Committee are recommended to buy a Bedford tipper for the housing department. The committee advise that a Thames Trader 5-tonner and two Dennis Paxit Majors with B.M.C. 5.1-litre oil engines be obtained for the borough engineer.

**Caterham and Warlingham** Highways Committee recommend that L. F. Dove (C.V.), Ltd., supply an Austin A35 van, and the Commercial Motor Garage and Repair Co., Ltd., a tipper. The health committee wish to purchase a Dennis Paxit Major and a barrier-loader from the Caterham Motor Co., Ltd.

# *Bid to Curb Drivers Who Give Lifts*

STERNER measures would be taken against lorry drivers who gave free lifts to workers in and out of Sheffield. This was stated by Sir Stuart Goodwin, chairman of Sheffield magistrates, last week.

After a police constable said that he had seen 30 people get off a lorry, Harry Beal, South Street, Sheffield, was fined £9 for using his vehicle for a purpose for which it was unsuitable, making it a likely danger to other road users. He pleaded guilty and was fined another £1 for not having two mirrors.

Sir Stuart said that it was appreciated that the defendant's action was kindly, but if there had been a slip or a skid, the riders might have been injured. "For this reason we are making your gesture a rather expensive one," he added.

A large number of people was getting free lifts every day, and the Bench felt that the position had to be carefully controlled.

### LEEDS NEW BUSES

A BATCH of 44 71-seat double-deck buses is to be bought by Leeds Corporation at a cost of £231,000. It is expected that these new vehicles, together with the 71-seaters at present in operation, will fulfil the requirements when the last trams in the city are withdrawn in 1961.

# More Road Schemes Put in Hand

TO cost £5.5m., an urban motorway for Newport, Mon, has been approved by the Minister of Transport. It will serve to link traffic from London via the A48 and that from the Midlands along the Ross Spur motorway.

Work is shortly to start on a mile-long section of the A49 between Warrington and the junction with A573. This will ultimately link Warrington and the projected Birmingham-Lancaster motorway.

The Minister has made three grants to local authorities for improvement schemes. London County Council receive £157,000 for widening a stretch of main road in Wandsworth to provide a dual carriageway where at present only a single carriageway exists. The road concerned is that along Brixton Hill, Streatham Hill and Streatham High Road, and it is expected that work will be finished in 15 months.

Durham County Council receive £101,500 towards improving the Stockton-on-Tees-Durham road, an important link between Tees-side and Tyne-side. Cambridgeshire County Council are aided to the extent of nearly £94,000 towards diverting the Luton-Newmarket road about eight miles south of Cambridge, and to build a bridge so that traffic need not have to negotiate a level crossing

### HULL DROPS MATTER OF CHILDREN WHO SIT

SHOULD children be forced to give up their seats on buses when adults are standing? Hull Transport Committee, who were considering making this compulsory, have decided to take no further action following a report from Mr. G. H. Pulfrey, general manager.

His report was compiled after the committee had considered complaints that half-fare passengers were occupying seats when adults were standing. Cllr. E. Kirkwood pointed out that the average parent did not encourage children to stand although children travelling alone usually did give up their seats.

Ald. J. Henson, chairman, said that since the matter had been discussed by the committee there seemed to have been a change in parents' attitude.

### PROGRESS ON B.R.S. BASE

THE new haulage depot being built for British Road Services on a 16-acre site at Team Valley, Gateshead, is expected to be completed by the middle of next year.

About 300 vehicles will operate from the depot and there will be a staff of about 500.

### H.P. RESTRICTIONS END

ALL restrictions on the hire-purchase and renting of private cars came to an end on Wednesday. Up to that date it was necessary to make an initial payment of 33⅓ per cent. and repay the balance over 24 months.

Commercial vehicles were freed from restriction on September 15.

# International Licences Draft Soon?

MODEL licences for international goods road transport may soon be finally drafted by the road transport sub-committee of the Inland Transport Committee of the Economic Commission for Europe.

At a meeting in Geneva, the sub-committee studied a document which drew attention to the increased risk of accidents because of failure to observe regulated hours of work. It was felt, however, that it had not been proved that the number of accidents caused by heavy lorries was out of proportion to their mileage.

The sub-committee have requested the International Road Transport Union to prepare a study of comparative operating costs of vehicles with permissible axle loadings of 8 tons and 10 tons, so that the economic effect of raising axle loadings may be judged.

Another matter studied was the need for vehicles to carry a distinctive sign when travelling abroad, as it was considered that small metal plates alone might not allow the best identification of a vehicle's country of origin.

### "VICTORY STONE" ARRIVES

FIVE War Department lorries carrying a special cargo, arrived in England on the Transport Ferry Service's s.s. Empire Baltic, last week. Each was hauling a section of the stone set up at Luneburg Heath, Germany, commemorating the German surrender there in 1945.

The stone was brought over at the suggestion of Field Marshal Montgomery, and is to be set up again at Sandhurst. It was cut into five sections for the journey, and the lorries were driven on and off the ferry vessel without unloading.

### NEWCASTLE BAN REPRIEVE

PLANS for banning loading and unloading in certain Newcastle-upon-Tyne streets during peak hours have been shelved for the time being by the traffic committee.

Cllr. F. Butterfield, vice-chairman, said that if Newcastle traders and vehicle operators strictly adhered to the "Kerb Space is Precious" policy drawn up by the Traders' Road Transport Association, the committee would probably modify its proposals.

### PURCHASERS COMBINE

AT Dusseldorf has been formed a European Federation of Purchasing, one of the founder members being the British Purchasing Officers' Association. Among the new organization's objects is the development of purchasing as a function of management. A conference is to be held at Scheveningen, Holland, from April 20-23, 1960.

### GLASS-FIBRE BUS SHELTERS

GLASS-FIBRE bus shelters are to be tested by Aberdeen transport department to see if they are suitable for large-scale use. A reinforced glass-fibre shelter costing £100 is to be erected in the central area of the city and a decision will be taken later on future bus shelter policy.

# *No Alternative for I.D.T. Proposed Yet*

NO organization representative of employers in the road transport and associated industries has yet given much thought to the channel for resolving disputes with the trade unions now that the Industrial Disputes Tribunal is to be abolished.

A spokesman of the Ministry of Labour told *The Commercial Motor* last week that in the absence of any new Bill which might be introduced by the Government, disputes could be dealt with on a voluntary basis, as at present. There will still be the Industrial Court, and the Minister of Labour may set up courts of inquiry, the findings of which are not binding but are usually accepted by both sides.

Neither the Public Transport Association nor the Municipal Passenger Transport Association, who, at the time of the Government decision were deeply concerned in the wage claim of provincial and municipal busmen, were able to visualize any fresh form of negotiating body. In recent years the I.D.T. had appeared to be redundant and future disputes might be settled more speedily in discussions between employers' organizations and the trade union side, with the Industrial Court acting as the final arbiter.

*SPECIAL-A DEALS TO BE AIRED IN COURT*

*A CAMPAIGN by the Northern Licensing Authority to clean up the irregularities of special-A-licence dealing will be taken a step further at Carlisle next Thursday and Friday.*

*Mr. John Scott, Arlecdon, will have to show cause why his special A licence should not be revoked or suspended, and Mr. Charles Hewitt, Annan, Dumfriesshire, will be before the Authority with a similar case to answer.*

The Road Haulage Association had no comment to make.

The National and Local Government Officers' Association are to protest against the abolition of the Tribunal. Since 1951 the Association have referred 205 disputes to the Tribunal. Among them were cases concerning clerical and supervisory workers in bus companies.

Mr. W. C. Anderson, general secretary, said on Monday that if no alternative form of compulsory arbitration could be found, the Association might have to reconsider their attitude towards strikes, which in the past they had renounced.

### RURAL SERVICES INQUIRY

AN investigation into the decline of rural transport services is being conducted by the Notts Association of Parish Councils. In their annual report, the Association state that country dwellers were suffering from a curtailment of existing services. Public transport was essential to rural life and must be provided.

# Year's Delay Caused by Tipper Shortage

WHEN Mr. R. W. Burden, Norwell, Notts, applied to the East Midland Deputy Licensing Authority last week to add a tipper to his B licence, he stated that because it was impossible to hire tippers in the Newark area for agricultural work he was a year behind with the transport of materials for making roads on farms.

Mr. W. Morton, for the applicant, said that the vehicle in question was already operating under a short-term licence. Local farmers gave supporting evidence.

Mr. A. J. F. Wrottesley, for the British Transport Commission, stated that if the carriage of parcels were excluded and Mr. Burden undertook not to substitute with vehicles more suitable for furniture carrying, his clients' objections would be withdrawn.

The application was granted in such terms.

### COUNCIL OPPOSE BUS OWNER

SUPPORT is being given by Louth Rural District Council to an objection lodged by a Lincs farmer to an application by Mr. F. B. Stark, bus proprietor, to amend the route that he travels on Wednesdays between Binbrook and Louth.

The council contend that approval of the application will deprive rural people of service. Further opposition may come from the local branch of the National Farmers' Union.

### DUBLIN 74-SEATERS

AFTER testing London and Glasgow buses in Dublin, Coras Iompair Eireann are introducing 74-seat double-deckers on city routes in place of their standard 69-seaters. Designed and built at the C.I.E. Works, Dublin, the vehicles have a brighter interior, increased ventilation and a new lighting arrangement in the lower saloon.

### OBITUARY

WE regret to announce the deaths of MR. GEORGE HENRY HUNTER, MR. MAURICE HUDLASS, BRIG. FRANK HORLINGTON, MR. LEWIS WARD and MR. E. RUSSELL GURNEY.

Mr. Hunter, aged 59, was managing director of G. Hunter and Sons (Coal), Ltd., Hull, and a director of Hunters of Hull (Transport), Ltd.

Mr. Hudlass had been chief engineer of the Royal Automobile Club since 1947. He was 56.

Brig. Horlington had been with the Metropolitan-Cammell Carriage and Wagon Co., Ltd., since 1919, and became commercial manager of the bus division at the company's Elmdon works.

Mr. Ward, who was 63, was founder and managing director of Lewis Ward and Sons, Ltd., tyre and brake facing distributors in Huddersfield and Halifax.

Mr. Gurney was deputy chairman of the Yorkshire Traffic Commissioners for many years, and was Recorder of Rotherham and Pontefract. He was 80.

c5

*Coach Designers Have Met Most of the Needs of Passengers and Operators, but in Details of Styling there is Still Scope for Improvement*

# THE END

**By Tom Walkerley**

THE late William Shakespeare had something to say (I believe in *Hamlet*) about

*The glass of fashion and the mould of form,*
*The observed of all observers. . . .*

Slogger Shelley, too, spoke of

*A dome of many-coloured glass,*
*Stains the white radiance of Eternity.*

It would seem that these eminent poets had enjoyed a foresight of contemporary coach design, and I suggest that their allusions are to the current large glazed areas and the increased use of glass-fibre mouldings which are, indeed, the fashion.

I have found it to be both entertaining and rewarding to make a study of the rear-end treatment of the coach, for, in the nature of things, there is little about the rear panels to stimulate original thought in the designer. At the front, styling and design go merrily hand in hand; the rear, which all too often is the unit the private motorist has most time to study, seldom matches the other end in Oriental splendour. It is refreshing when one comes across a design which is at once pleasing and practical.

The aims of the designer are simple enough. They are, basically, to seat his rear passengers in the greatest possible comfort, and in such a way that they can see as much as possible of the country through which they are passing.

There are also the problems of providing adequate luggage space in the boot for some 40 travellers and of meeting legal requirements, particularly regarding lighting. In detail, there are as many solutions of the problems as there are coachbuilders.

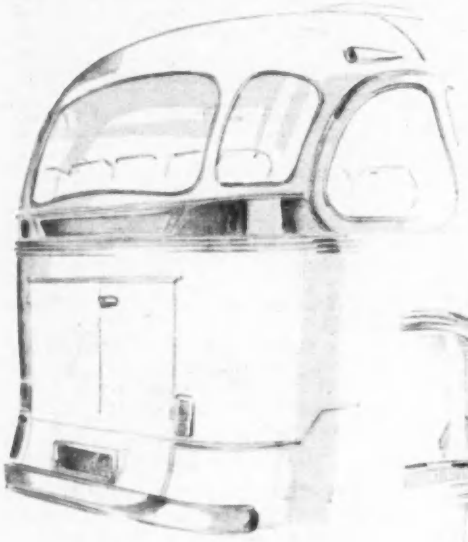
There is to be observed today a growing tendency to reduce the area of the rear window, matched at the same time by an increase in the size of the side windows. There is logic in this, for few passengers care to admire the beauties of nature for long periods over their shoulders. It is far less fatiguing to gaze out of a deep side window, with an occasional glance upwards through an observation dome.

The best way to increase the size of a side window is to add an inch or two at the top, because it detracts little from the strength of the longitudinal panelling. To reduce slightly the stiffening effect of the roof structure is not of great importance and the additional light reaching the interior will be welcome. For complete comfort, the depth of the side window should be of about elbow height.

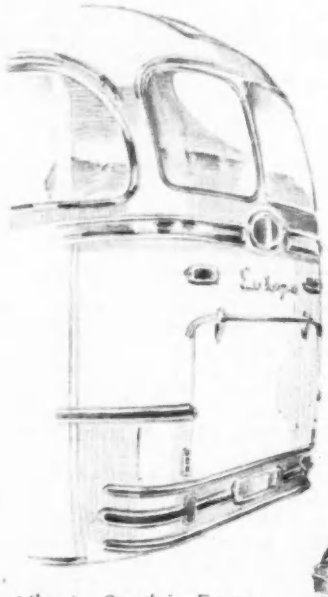
Additional stiffness can be provided where it is needed by doing away with the wrap-round rear quarter light and substituting a roof pillar. This is, perhaps, a case of history repeating itself, but it does strengthen the corners, especially where glass-fibre panelling is used.

This method of construction has been adopted (or probably re-adopted) by Burlingham in their latest glass-fibre-panelled Seagull, by Roe for the Dalesman, and by Yeates in the Europa. Burlingham and Roe favour a single, rather shallow rear window, and Yeates a divided light.

In the latest Panorama, Plaxtons have shortened the roof eaves to achieve a greater depth of side window, but retain the bold, curved quarter lights at the rear. Harrington use much the same technique in their new 41-seater, and the result is perfectly pleasing and in no way "dated." In neither case do the passengers



*(Above) Harrington's latest coach bodies have a curved rear window and quarter lights, let in to a glass-fibre dome. The waist decoration is in beaten and polished light metal.*



*(Above) On their Europa 41-seater, Yeates favour the divided rear window and slender quarter pillars. The exterior panelling is in aluminium, relieved by bumper and rubbing-strip mouldings with coloured plastics inserts. The direction indicators are well placed, above the boot hinges, and the bumper has a functional degree of "wrap-round." (Right) The "observation coach" par excellence. The Plaxton Panorama has a shallow roof turret to allow the maximum use of glazing. Note the bold combined rear lighting sets, arranged in unit with the bumper. Direction "flashers" form part of the operator's name plate.*



occupying the outside seats of the rear bench suffer from a "blind-spot."

Current lighting regulations are clearly something of a bogy to stylists. There must be brake lights, reflectors and red rear lights and, for preference, amber direction indicators and white reversing lights. In most current designs I have seen there is less sweetness than light.

Probably the best solution of the problem lies in the combined lighting unit, some of which lend themselves well enough to the decoration of rather odd vestigial wings. Others look less happy and resemble pillars of assorted fruit jellies. Least successful are arrangements which have lamp glasses of different shapes and sizes dotted everywhere from the boot panel outwards.

# and the means

Of the combined type, perhaps one of the neatest, although by no means the smallest (it is not the function of these components to hide their lights under bushels), appears on Plaxton coaches. This combines lights and flashers in a chromium-edged teardrop moulding, with the legal reflector at the bottom.

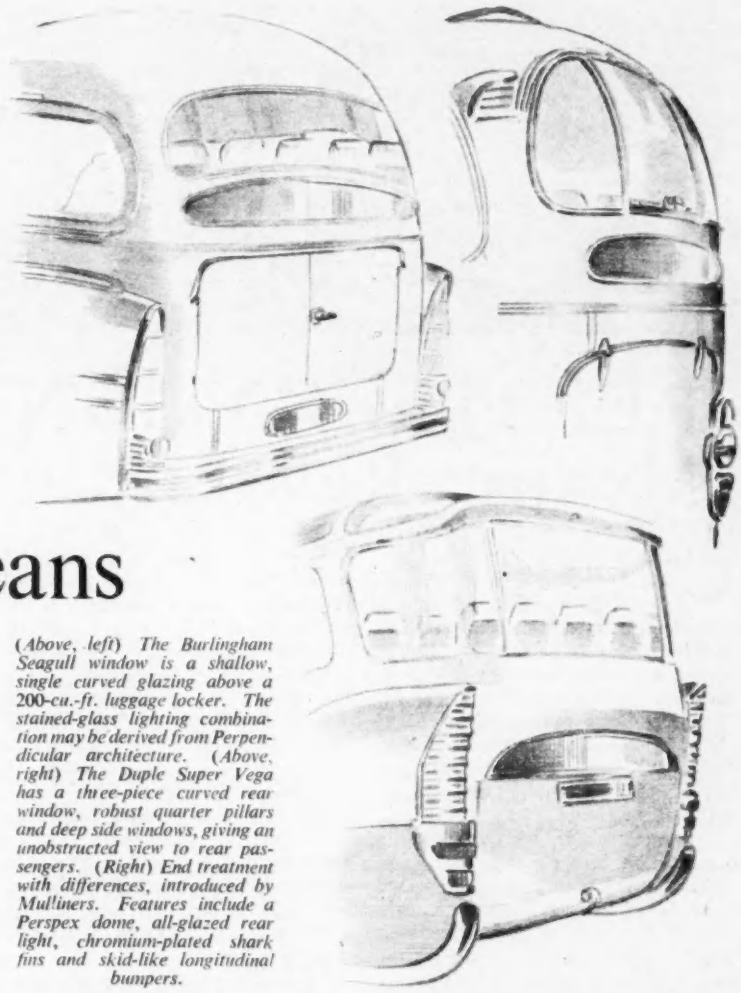
The unit forms the end-piece of a small extended wing and, at the same time, provides a locating socket for the rear bumper. Duple supply a fitting of somewhat similar type, and so do Burlingham.

Most coaches today have really capacious luggage lockers, extending from a point just aft of the rear axle. This is sometimes supplemented by a second compartment in the body side. Excluding the space for smaller parcels provided by the overseat racks, a good boot will offer something like 100 cu. ft. of space.

The method of hanging the boot door is fairly evenly divided between the top horizontal hinge and vertical side hinges. Roe, Harrington and Burlingham favour side hinges; Duple, Mulliner and Yeates prefer top hinges. All, however, provide secure locks and rain-water guttering over the boot opening.

In many cases, the boot lid is of plastics material. It is properly contemporary to have the fleet owner's name carried in a recessed and illuminated panel between the lower edge of the rear window and the top of the boot.

It would be appropriate at this juncture to mention the new Mulliner 41-seat coach, which made its first appearance at Earls Court recently. Stylewise, the vehicle presents several unusual features, perhaps the most obvious of which is the tail treatment.



*(Above, left) The Burlingham Seagull window is a shallow, single curved glazing above a 200-cu.-ft. luggage locker. The stained-glass lighting combination may be derived from Perpendicular architecture. (Above, right) The Duple Super Vega has a three-piece curved rear window, robust quarter pillars and deep side windows, giving an unobstructed view to rear passengers. (Right) End treatment with differences, introduced by Mulliners. Features include a Perspex dome, all-glazed rear light, chromium-plated shark fins and skid-like longitudinal bumpers.*

There is a very large rear observation dome, in which the central window is deep, curved and broad. This glass is matched on each side by full, wrap-round quarter lights of almost equal size, and is surmounted by a tinted Perspex roof with conspicuous eaves.

Equally eye-catching are the deep wings that extend rearwards beyond the boot line. These house the combination lighting units and are protected by corrugated chromium-plated mouldings and skid-like bumpers, stretching forwards to the bottom of the wheel-arch.

The luggage-boot lid is curved and secured by a locking handle beneath the lower radius. There is no transverse bumper.

The boldness of the rear lines is emphasized by the use of pale grey and sky-blue paintwork and chromium-plated or aluminium-alloy strip. A striking rather than handsome coach, the Mulliner succeeds in breaking a little new ground which could well lead to its imitators in the next year or so.

Although it has been said that there is a divinity that shapes our ends, rough-hew them how we will, one wonders quite what to expect at the next Commercial Motor Show. Shall we see a revival of the rear observation window, led by Mulliner? Or will the ball break the other way?

Shall we see the cost of full air-conditioning brought within the reach of all, and with it the fixed window? Will the increased use of plastics develop new construction methods? Or shall we continue to hew roughly for a little longer?

With the exception of the Mulliner, there is a tendency towards stagnation in coach design. The curved dome and flat rear panel appear to derive from the saloon car of the thirties. Perhaps a little unorthodox thinking on the subject might produce a rear view that is both refreshing and functional.

c7




*This Leyland articulated outfit has a 12-ton semi-trailer with Onazote insulation. The Frigidaire A.5 cooler and blower may be driven by mains current or, on the road, by an auxiliary petrol engine. Internal temperature can be reduced to 5°—10° F. The view below shows the semi-trailer being loaded.*

# REFRIGERATION Means Revolution

CHANGES in the public taste during the past few years have led wholesale meat contractors to give close examination to the form in which their products are supplied and to the means by which they are distributed. In consequence of such a study, Louis C. Edwards and Sons (Manchester), Ltd., have introduced some drastic modifications to their fleet and have largely reorganized their transport system.

The major side of the Edwards organization is concerned with bulk meat contracting, but they also operate a chain of 34 retail shops in the Greater Manchester area, extending as far afield as Rochdale and Altrincham. Meat is supplied to the meals service for almost the whole of the schools in Lancashire, and some parts of Cheshire, this representing a regular demand upon the fleet throughout term time. Deliveries are also made on regular schedules to hotels, hospitals, industrial catering kitchens, clubs and holiday camps.

Long-distance operation is necessary to deal with the requirements of holiday camps to which the meat is usually delivered in bulk ready butchered. The Army and R.A.F., both at home and overseas, are supplied with frozen sausages, those for abroad being packed in cases in a frozen condition and sent to the docks at London or Liverpool where they are put in the refrigerated holds.

Butchery departments are maintained in the Littlewoods Stores at Manchester, Liverpool, Chester, Reading and Barnsley, whilst snack bars, delicatessen establishments and other shops are served with daily orders.

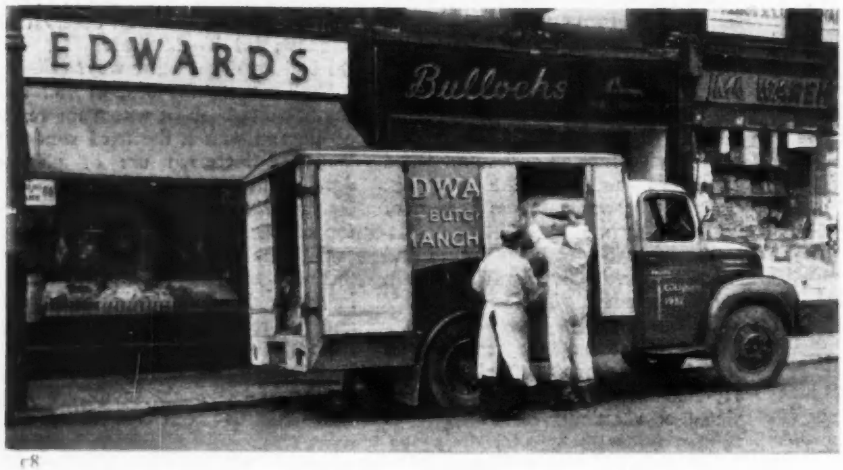
To meet the transport needs of the business, a fleet of 46 vehicles is engaged, the makes employed being Leyland, Thames, Austin, Morris and Standard Vanguard. Of special interest are the refrigerated machines that have been introduced during the past year or so, these being led by a 12-ton Leyland with a semi-trailer body by




Mann, Egerton. Other units in this class comprise five Thames, among which are two of 5-ton capacity and two of 3-ton capacity. A further three bodies of the refrigerated type are under construction for fitting to other Thames chassis.

The 12-ton semi-trailer is 25 ft. in length, 7 ft. 5 in. in width and 6 ft. 9 in. in height inside. The floor is of ⅛-in. aluminium-alloy chequer plate with sides panelled in 10-gauge aluminium and the underside of the roof in 18-gauge aluminium. The floor panels and the sides are overlapped in order to prevent any possibility of seepage.

Insulation is achieved with a 5-in. thickness of Onazote and a deep-freeze sealed rear door. Similar material is used in the




*A Thames 4D van delivering meat to one of the company's retail butcher's shops in Manchester. Although new vehicles were expensive, their use has been justified by the approval of the public.*

c8



*These two vehicles are both based on Standard Vanguard chassis, and are shown being loaded with meat for local delivery at the company's depot. The vehicles have oil engines.*

**By Ashley Taylor, A.M.I.R.T.E.**

3-tonners. The Leyland is fitted with a Frigidaire A.5 cooler and a modified H.O.900 blower with automatic electric defrosting; there are two 12-volt fans. Operation is either electric or petrol, it being possible to plug in the refrigeration plant to the mains and on departure to turn over to petrol for freezing on the road. The petrol power unit employed is the 200 c.c. Vincent two-stroke. By this means temperature can be reduced to between 5° and 10° F.

The 3-tonners have the Frigidaire A.D.2 cooler and a modified S.W.F.350 blower with one 12-volt fan and a Vincent 75 c.c. two-stroke engine, this equipment bringing the temperature down to between 28° and 30° F. A good deal of experimental work was necessary in order to ascertain how the right results for the particular circumstances might be achieved, much of this investigation being carried out by Mr. N. Thomas, the company's refrigeration engineer, and Mr. F. Wilson, who is in charge of the electrical side.

Their suggestions were related to the requirements of the transport department, and the results obtained have been received with great interest, not only by the staff but by members of the trade outside. In consequence, the transport system has been revolutionized during the past year and although the new vehicles have proved relatively costly, their use has been justified by the firm approval of public authorities and other customers.

Apart from the advantage of maintaining the meat in perfect condition, they can be loaded overnight instead of at the last minute. When necessary the meat is stacked in the vehicle during the afternoon, the unit then being connected to the mains for freezer operation, changing over to the petrol engine when the vehicle leaves the following day.

## *Using a Mixed Fleet, Louis C. Edwards and Sons Serve a Chain of Retail Shops and Distribute Over Long Distances to Schools, Camps and Caterers*

Not only modern housewives but also camps and catering establishments nowadays favour the purchase of meat in oven-ready cuts or in other oven-prepared forms. Large quantities of catering packs, made up in boxes of 20 lb. to 28 lb., are supplied, these containing such commodities as minced steak, diced steak and kidney, rump steak, fillet steak, chops, livers or sausage.

Similar items are supplied in tinfoil packs weighing between 8 oz. and 16 oz. for sale to the consumer. One section of the organization produces Cumberland beef sausage, Cumberland pork sausage, stewed steak and pork and meat roll in tins of various sizes, these being sent out in packs of different capacities, according to the commodity. Most of these products are suitable for transport in the insulated or refrigerated vans.

Of other units in the fleet, one has an insulated body on a 5-ton Thames chassis and a number of other insulated bodies is mounted on the 3-ton Thames units. Two of the oil-engined Standard Vanguards, of which four are employed altogether, have been fitted with insulated box bodies, the springs being strengthened and the chassis lengthened for the purpose.

The major portion of the fleet is controlled from the company's headquarters and garage, which are located about a mile from the Manchester city centre. However, there is also a small depot at Blackpool to which four vehicles are attached. Mr. W. Peel, the transport manager, told me that on at least 85 per cent. of the runs return loads are carried, the vehicles usually uplifting much of the meat from the




*Carcases are being unloaded at the depot from this Thames 4D vehicle, which is used for trunk work. Vans carrying outward loads usually collect from cold stores on their return journeys.*

cold stores as well as fresh meat from the London Smithfield, Liverpool or Manchester markets. Typical of the regular routeing is that providing for vehicles performing school deliveries in Liverpool to collect from the Merseyside cold stores.

In the case of the school meals service, where large quantities of one particular cut of meat are demanded daily, the supplies are planned well in advance and thus transport, also, can be scheduled quite a long period ahead. An individual vehicle is allocated to each school district and each will make somewhere between 28 and 40 deliveries in the course of a day.

### Three to Eight Drops

The average café or hotel will, of course, take considerably larger consignments, and in general terms it may be said that the vans on this work make an average of three to eight drops per journey.

More often than not the outgoing runs are planned a week in advance, but return loads are a different matter and transport of incoming consignments has often to be arranged at as little as 10 minutes notice. In some cases the drivers can be informed before leaving in the morning when and where they are to make return collections, but frequently it is necessary for them to telephone in to the head office for further instructions.

Hotels are apt to make varying demands in addition to their regular orders, and many are the times when instructions are put through at 4 p.m., or later, for delivery of meat in town the same evening.

### Checking Deliveries

In the normal course of events, orders are made up as they come in during the day and are placed ready for delivery by specific vehicles. In the majority of cases where meat is being purchased by shops, and in certain other instances, it is checked in front of the customer's representative, being weighed on the shop's own scales.

There are many facets to a business of this nature, one unusual feature in this case being the supply of Continental meat products—such things as krakauer, salami, frankfurters and liver wurst—to the delicatessen establishments in Manchester. One of the local vehicles is occupied practically exclusively in serving this sphere.

On the long distance side, regular runs are made as far afield as South Wales, Northumberland, Warwickshire and southern Scotland, the actual schedules in these instances being planned to suit the delivery requirements of the buyers. In some cases the vans on long-distance work will start in the evening and travel overnight, the drivers resting during the day and returning later. In others they start out in the morning, making delivery in the late afternoon, resting overnight, and returning the following day.

The transport department have their own self-sufficient records and from these I observed that the total annual mileage had increased during the period June, 1957 - June, 1958, by 36,000. Including those engaged on the large amount of shop-to-shop work, the vehicles average 466 miles per week. The drivers are paid standard rates and a higher-than-average level for overtime. In addition they receive a monthly bonus if their work is performed in every respect in accordance with the company's approved standards.

During the summer holiday period, the total vehicle requirement then being lower than usual, the opportunity is taken to carry out periodical examinations of the fleet and perform non-urgent maintenance work.

Normally, all the fleet maintenance is performed by the Edwards' garage, but at the time of writing various tasks are being put out to the motor trade as the company's own facilities are temporarily reduced in consequence of a rebuilding scheme. The equipment normally available for repairs and overhauls is such that, if necessary, vehicles can be stripped right down to the chassis.

Systematic inspections are performed by the maintenance department under the supervision of Mr. W. Howson, but where any unit of the fleet is brought in as the result of a driver's defect report, a complete check is usually given at the same time. Replacement engines and other sub-assemblies are held in stock for fitting as necessary.

Vehicle histories, with all the necessary factual details, are maintained by the transport department, every maintenance task being entered and tyre changes being recorded in detail. Costs are summarized in respect of each vehicle so that the appropriate charges can be debited against the various departments that use the transport facilities.



# Sweden Studying Tractor Haulage

ATTENTION is being given in Sweden to the suitability of tractors for short-distance haulage. It is estimated that most journeys run by goods vehicles are less than 30 miles, and because tractors, having a maximum speed not exceeding 18 m.p.h., are free of tax, they can compete effectively against lorries.

There are about 150,000 tractors in Sweden and a similar number of lorries, and annual sales of both types of vehicle are each running at 12,000. B.M. and Volvo models represent half the tractor sales, and the manufacturers have collaborated with trailer makers in evolving various types of trailer for different kinds of load. One trailer has an axle driven from the tractor power take-off and is used for difficult cross-country work.

Tractor-trailer combinations are available in Sweden for the delivery of milk, beer and oil, for forestry and building work, and for cleansing purposes. Tractors equipped with rear-end loaders, which are replacing front-end loaders because of the greater weight which can be supported at the rear, and working in conjunction with trailers with quick-release couplings, have been found highly economical, as one operative can load and unload, connect and disconnect and drive.

The Swedish State Railways, whose container traffic has grown rapidly, now have 100 members in their pallet pool. The pool was started in 1955 with a stock of 10,000 pallets, and there are now 100,000 pallets.

New types of wagon have been produced: pallets are returned free of charge. In addition there are numerous private owners of pallets, which are being made by a number of Swedish manufacturers, who are expecting big export sales when the international pallet pool, preliminarily agreed upon in Paris this year, becomes a reality.

The Swedish Lloyd company have built special vessels for their shipping service to Britain, on which palleted and container loads are carried. Swedish mechanical-handling companies are offering a variety of appliances for handling pallets.

A seamless aluminium container for carrying milk has been produced by the Skultunaverken concern. This has a plastics lid so that, as well as advantages as regards hygiene, the container does not rattle in transit. The company also make nesting aluminium containers for meat.

Since 1950 the amount of goods transported by road in Sweden has doubled, according to statistics published by the Swedish Automobile Manufacturers' Association. In the past 18 years there has been a great increase in the number of lorries on the road, and the Association predict that this tendency will continue.

The number of goods vehicles in 1957 was 115,000, but it is forecast that in 1965 the number could reach 170,000 and in 1975 it might be between 230,000 and 300,000.

*New Equipment and Publications*

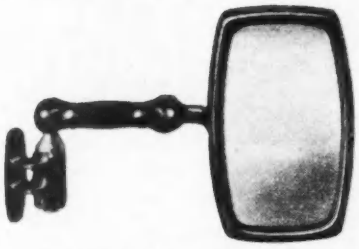
# Attractive Shelters

REASONABLY priced and having an attractive appearance, two types of bus shelter are obtainable from the North Midlands Engineering Co., Ltd., Skegby, Sutton-in-Ashfield, Notts. After erection, no fixing bolts or screws are visible as those heads which might otherwise be seen are countersunk and can be puttied.

The city shelter is made in lengths of 5 ft., whilst the slightly angled cantilevered roof projects 4 ft. over the pavement. The supports may be buried to a depth of approximately 2 ft. The roof is 7 ft. high at the kerb. This type of shelter costs £18 per section plus £15, so that a three-section shelter 15 ft. long would be £69.

The rural shelter is also supplied in lengths of 5 ft. but is supplied with more expansive vertical surfacing to provide greater weather protection than the other model. There are various ways of arranging walls and openings. A shelter with two openings costs £30 per section 5 ft. long plus £9, so that a three-section shelter would be priced at £99.

Each section of either type of shelter requires two panels of glass, either ¼-in. armoured-plate glass at £6 13s. a panel or Georgian wired glass at £8 10s.



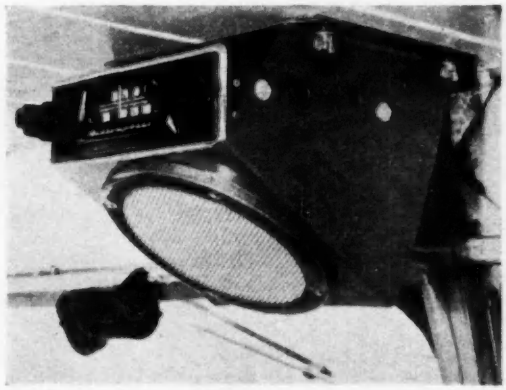
*The Desmo mirror has a self-aligning bracket and a glass measuring 7¼ in. by 4½ in.*

### *Curtain Runners*

CURTAIN runners for vehicles of the type which are side-loaded by fork trucks and have sliding curtains at the side are being made by Coburn Engineers, Ltd., Peasmarsh, Guildford, Surrey. A number is being supplied to S. and B. Bodies, Ltd., Hackney, who are building 16 trailers for fork-truck loading.

### *Cartridge Motors*

FEATURE of a two-speed ⅛-¾-in. electric drill produced by S. N. Bridges and Co., Ltd., York Road, London, S.W.11, is a motor of the cartridge type. Many kinds of drill have the field coils directly attached to their casings, and the company claim that by making the motor for their appliance a separate unit, it is possible for quick replacements to be made should a failure occur; also that because the clearance between the armature and the coils can be smaller than is possible with the other method of construction, a greater amount of power is developed.



*This picture shows a unit mounting devised by S. Smith and Sons (Radiomobile), Ltd., London, N.W.2. for their 20X receiver with loudspeaker.*

A green light—an accessory known as the Neonic safety eye—fails to illuminate should the earth connection be faulty or wrong polarity occur. Spade and breast plate are fitted as standard. The price of the drill is £24 18s. 6d. High speed is 670 r.p.m. and low speed 390 r.p.m.

### *Return Action*

A SELF-ALIGNING bracket is featured by two mirrors introduced by Desmo, Ltd., Pensnett, Brierley Hill, Staffs. This allows the head to return to the set position if knocked. The type 74/85 has a waterproof mirror case enclosing a convex glass 7¾ in. by 4½ in., whilst the type 72/86 may have either a flat or convex glass measuring 5¾ in. by 2⅞ in. The bracket may be supplied separately.

### *Equipment Conversions*

TO facilitate the conversion of existing equipment to the new Saffire type 2 specification, British Oxygen Gases, Ltd., Spencer House, St. James's Place, London, S.W.1, have introduced special arrangements under their exchange scheme enabling components to be modified at a nominal charge. Saffire equipment has been improved since its introduction in 1956 to increase efficiency.

### *Headlight Aiming*

A USEFUL publication, "Vehicle Headlamp Testing (Road Note No. 23)" by V. J. Jehu, has been issued by the Road Research Laboratory (Stationery Office, 2s.).

Although, as the author points out, there are no official regulations on the subject of headlamp aim beyond the broad requirement that the beams from all anti-dazzle systems should be deflected downwards, it is obvious that many lights do not even approach this standard.

Mr. Jehu recommends that the driving beam should be horizontal to ½° down and that single-beam near-side lamps which remain illuminated when meeting other traffic should be deflected downwards 3° to 3½° and turned slightly to the near side.

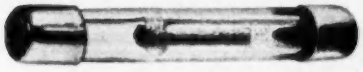


*Slim and neat, the Bridges two-speed drill has a separate cartridge motor and costs £24 18s. 6d.*

### *Inexpensive Lamps*

PRICED at only 12s. 6d., the Penetrac pre-focus headlamp unit with block lens is being sold by the Wico-Pacy Sales Corporation, Ltd., Bletchley, to replace 7-in. headlamp units fitted as standard on most vehicles. Wipac also have, at 15s. 6d., a similar type of unit but featuring a bi-focal lens giving a long-range beam together with a diffused beam for illuminating the immediate foreground. This type is also sold at £1 with a pilot bulb holder.

An inexpensive petrol filter has been introduced by the company. It has an element of sintered bronze and the effectiveness of the medium is claimed to be superior to that of larger filters of conventional type. Known as the Filter-Link, the unit is designed for use with ¼-in. o.d. pipe, and when fitted also serves as a shock absorber relieving stresses which sometimes cause leakage at screw connections.



*The element of the Wipac petrol filter is of sintered bronze and can be cleaned by air.*

The element can be cleaned with a reverse air flow at a recommended interval of 10,000 miles. It costs 3s. 9d.

### *Tractor Battery*

DESIGNED as initial equipment for Caterpillar D8 tractors, but also suitable for replacements on other vehicles, a 6-volt battery with 115 amp.-hr. capacity has been produced by Chloride Batteries, Ltd., Clifton Junction, Manchester. It is 10½ in. long, 7 in. wide and 9⅛ in. high. The price of the battery uncharged is £8 7s. 6d.

c11



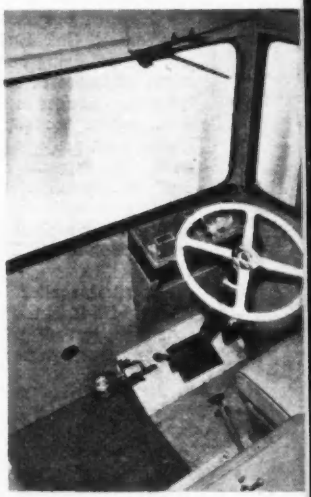
# PARAVAN

*First Test of Dennis Paravan 3-ton Parcels-Delivery Van Shows Adequate Performance for City Work, with Quite Favourable Fuel Economy : Front-end Layout Assists Driver to Speed Deliveries*

**By John F. Moon, A.M.**

*(Left) The Paravan parcels van is seen ascending the High Street of its home town, Guildford. The large expanse of flat side panelling provides good scope for advertising.*

*(Below) Although the Paravan body has been laid out to make full use of the near-side-corner front entrance, there is a door on the off side also giving access to the driving seat.*



*(Above) Conditions are good for the of a Paravan. The driving post well laid out, the field of vision is average for a delivery van, and to the seat and the load space i*

RESULTING from an extensive study of the requirements of parcels and other smalls carriers, the Dennis Paravan 3-ton chassis has been laid out with the specific object of increasing overall delivery efficiency without having to resort to the use of unorthodox chassis components.

The result is that the Paravan has completely adequate performance for the type of service envisaged, but what is more important is that the driver (who in nine cases out of ten is also the roundsman) has first-class driving conditions and maximum accessibility to the payload with the minimum of physical effort.

I have been able to make the first road test of one of the new Paravans, the vehicle tested being that exhibited by Dennis Bros., Ltd., on their stand at the Commercial Motor Show last month. This vehicle is the second to have been built for Essex Carriers, Ltd., South Benfleet, Essex, whose managing director, Mr. R. B. Brittain, was largely instrumental in getting together with Dennis to formulate the design of such a vehicle. The first Paravan was fully described and illustrated in *The Commercial Motor* on August 8, 1958.

Many of the features of the Paravan, particularly with regard to the bodywork, are similar to those suggested by Mr. Brittain and myself in the story published in *The Commercial Motor* on June 20, 1958, including the idea of a corner-front entrance, a clear front platform, a 3-ft. 6-in. loading height, and a half-width aperture behind the driving compartment to give access from the platform to the goods compartment.

These bodywork features make it possible for the driver to enter or leave his vehicle from either the front or the kerb side—useful when drawn up close alongside another object on the near side—and the platform and step layout into the body proper is such that, except when exceptionally large parcels have to be off-loaded, all deliveries can be made without the driver going round to the back of the vehicle. This in turn means that the rear shutter can remain locked throughout the whole of the delivery run, and thus help to safeguard against pilfering.



To meet these bodywork requirements and at the same time keep the chassis layout as simple as possible, the Dennis designers adopted a similar frame layout to that of the Stork chassis. Unlike the Stork, however, which had an underfloor engine, the Paravan chassis has its Perkins P.4 (V) power unit mounted vertically above the front axle so that it lies on the centre-line of the chassis but behind the line of the driver's seat.

The engine is mounted fairly high in the frame so as to give a high degree of accessibility—far better than is possible with an underfloor-engined layout—and because the engine cowl is only about 2 ft. 6 in. wide, there is adequate room to the left of it for the driver to pass between the goods compartment and the front of the vehicle.



# MEETS A SPECIAL NEED

In other respects, the layout of the Paravan chassis is conventional, the dropped front extension being similar to that used on the Stork chassis and including a deep Z-member to give rigidity to the front of the chassis. Although the front-end framing has been developed with the object of providing a corner front entrance, there is no reason why a conventional side door could not be used instead if an operator so desired.

Similarly, the maximum chassis width has been kept down to 6 ft. 5 $\frac{9}{16}$ in. over the rear tyres, making it possible to build bodywork with a maximum width not exceeding 6 ft. 9 in. Wider bodies could easily be mounted, however, although most parcels carriers are agreed that 6 ft. 9 in. is about the widest that can be managed with some of the narrow streets that such vehicles have to negotiate.

Indeed, during the test it was noticeable how "slim" the Paravan seemed when manœuvring through some of the Guildford back streets, and some of the gaps through which it was taken looked a tight squeeze for a private car, let alone a 3-ton van.

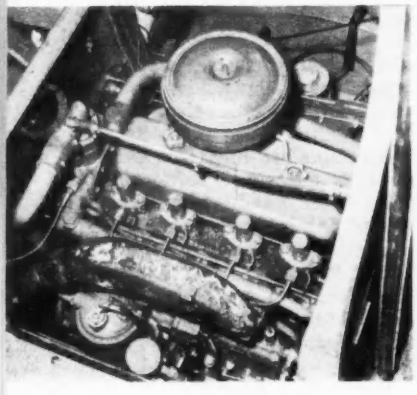
## Colour-impregnated Plastics

The body of the Paravan tested was interesting for its use of flat, colour-impregnated plastics panels, the first Paravan delivered to Essex Carriers, Ltd., having aluminium panels. The use of colour-impregnation spells a considerably longer life for the livery of the vehicle as scratches do not remove the colour; this was shown during the test when the vehicle was driven close to some overhanging trees which scraped down the length of the body but which did not leave a mark.

Also noteworthy is the fact that the colour of the plastics panels was virtually identical to that of the paint used on the aluminium panels on the front of the van and on the door. These panels were prepared by Rydgeway Plastics, Ltd., London, E.7, and the side panels are in two pieces, although the vertical joint is difficult to detect. The sign-writing is not impregnated.

The roof of the Paravan also is of plastics and the centre section of this, measuring 16 ft. by 3 ft. and extending forward over the driving seat, has been left transparent because it has been proved time and time again that the greatly improved visibility inside the body can save anything up to two hours a day on a delivery round because the driver does not have to fumble to find a particular parcel.

In licensing condition, the Paravan offered for test weighed 2 tons 17 cwt., and complete with full tanks, spare wheel and so forth, its kerb weight was 3 tons 0¼ cwt., the rear axle loading being 1 ton 7¼ cwt. Sandbags and iron weights totalling 2 tons 19 cwt. had been added and complete with Mr. E. C. Scott, Mr. L. Jackson (both of Dennis) and myself aboard, the full-load testing was carried out at a gross running weight of 6 tons 4¼ cwt.



*With the two main cowl sections removed, first-class access is given to the engine, the fuel injectors being particularly easy to reach. A removable panel in the front of the cowl gives access to the belt drives and timing gear.*




*Seen in Market Street, Guildford, the advantage of the Paravan's small overall width is shown to the full, the roadway being little wider than the vehicle. The good access given by the angled door can also be judged.*

Assuming that the Paravan will be operated with a driver by himself, this means that the test was carried out with an equivalent payload of 3 tons 2 cwt. or thereabouts.

For the braking tests the van was taken out to the Peasmarsh, where there is an adequate length of level road. The Girling braking system is not assisted, despite which good retardation figures were obtained, the additional pedal effort required being partly compensated for by the complete lack of delay in braking reaction because of there being no servo. A Hydrovac servo can be fitted to order.

From each of the two speeds at which tests were made, the Paravan pulled up smoothly without deviating from a straight course and only from 20 m.p.h. were there any signs of wheel locking, these being from the rear tyres. The hand-brake efficiency was shown to be high, 35 per cent. being obtained from 20 m.p.h. The lever is short and its travel small, but it is well placed to enable maximum purchase to be obtained on it.

The acceleration figures obtained are quite reasonable in view of the relatively small power unit, and the standing-start times were undoubtedly helped by the efficiency of the synchromesh mechanism of the four-speed gearbox. Although the times are not as good as are usually returned by a 3-tonner, it should be remembered that this particular version of the Paravan has been designed essentially for city deliveries and that normal traffic conditions in most British cities hardly permit the use of rapid acceleration, and a high top speed. In any event, the payload of such a vehicle is constantly decreasing, thus the liveliness would increase towards the end of the round.

Smoothness of engine and transmission during the direct-

## ROAD TEST No. 644/M103 DENNIS PARAVAN 3-TON PARCELS VAN

MODEL: Dennis Paravan SX.1 11-ft. 9-in.-wheelbase oil-engined forward-control delivery-van chassis with 600 cu. ft. plastics-panelled parcels-van body.

WEIGHTS:

| | Tons | cwt. | Qr. |
|---|---|---|---|
| Unladen (kerb weight) | 3 | 0 | 1 |
| Payload | 2 | 19 | 0 |
| Driver, observer, etc. | | 5 | 0 |
| | 6 | 4 | 1 |

DISTRIBUTION:

| | | | |
|---|---|---|---|
| Front axle | 2 | 9 | 3 |
| Rear axle | 3 | 14 | 2 |

ENGINE: Perkins P.4 (V) four-cylindered indirect-injection oil engine; bore 88.9 mm. (3.5 in.); stroke 127 mm. (5 in.); piston-swept volume 3.14 litres (192.4 cu. in.); maximum net output 49 b.h.p. at 2,400 r.p.m.; R.A.C. rating 19.6 h.p.; maximum net torque 128 lb.-ft. at 1,500 r.p.m.

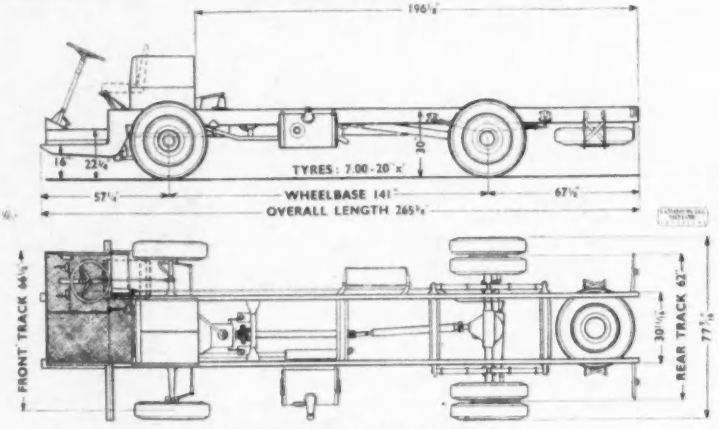



FIRING ORDER 1-3-4-2
VALVE CLEARANCE 0·010"
COMPRESSION RATIO 16·5: 1

TRANSMISSION: Through 10-in.-diameter single-dry-plate clutch to four-speed synchromesh gearbox, thence by two-piece propeller shaft to the fully floating hypoid-bevel rear axle.

GEAR RATIOS: 5.77, 3.028, 1.703 and 1 to 1 forward; reverse 6.915 to 1; rear-axle ratio 6.83 to 1.

BRAKES: Girling hydraulic system with two-leading-shoe units at all wheels. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums 14 in.; width of facings, front 2.5 in.; rear 3.5 in.; total frictional area 322 sq. in., that is 52 sq. in. per ton gross weight as tested.




FRAME: Pressed steel channel section with six cross-members bolted in position.

STEERING: Burman worm and nut.

SUSPENSION: Semi-elliptic springs.

ELECTRICAL: 12 v. compensated-voltage-control system with 120 amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 15 gallons.

### FUEL CONSUMPTION ANALYSIS

| Payload cwt. | Gross weight (tons) | Test | Average m.p.g. | Average m.p.h. | Gross ton-m.p.g. | Time-load-mileage factor |
|---|---|---|---|---|---|---|
| 59 | 6.2125 | Non-stop | 19.6 | 24.8 | 121.8 | 3,021 |
| 59 | 6.2125 | One stop per mile | 19.1 | 22.7 | 118.7 | 2,695 |
| 59 | 6.2125 | Four stops per mile | 13.9 | 17.6 | 86.4 | 1,521 |
| 29 | 4.7125 | Non-stop | 21.5 | 26.4 | 101.3 | 2,674 |
| 29 | 4.7125 | One stop per mile | 20.2 | 24.1 | 95.2 | 2,292 |
| 29 | 4.7125 | Four stops per mile | 16.25 | 19.0 | 76.6 | 1,455 |

ACCELERATION: Through gears, 0-20 m.p.h., 16.2 sec.; 0-30 m.p.h., 39.8 sec.; direct drive, 10-20 m.p.h., 20.9 sec.; 10-30 m.p.h., 44 sec.

BRAKING: From 20 m.p.h., 19.5 ft. (22.1 ft. per sec. per sec.); from 30 m.p.h., 49.5 ft. (19.5 ft. per sec. per sec.).

WEIGHT RATIOS: 0.394 b.h.p per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 8.5 ft. of front panel at ground level on centre line.

TURNING CIRCLES: 53 ft. both locks; left swept circle, 55.5 ft.; right swept circle, 57 ft.

MAKERS: Dennis Bros., Ltd., Guildford, Surrey.

drive acceleration runs was noteworthy, and, indeed, the effectiveness of the engine mountings was marked throughout the whole speed range of the unit, particularly at idling speed. Propeller-shaft smoothness has been assured by the use of a Layrub joint immediately behind the gearbox.

For the first gradient test, the van was taken out to Frith Hill Road, Godalming, where the gradient meter gave a maximum reading of 1 in 9. On this slope the van was stopped and held quite easily on the hand brake, following which a smooth bottom-gear restart was made at about half throttle opening.

We then drove round the Godalming area in search of a steeper gradient and eventually found one measuring 1 in 4½, this being Grove Road. The slope was approached from the top, and half-way down the vehicle was stopped, where the hand brake proved its effectiveness once more. The restart in reverse almost succeeded, but as soon as the clutch was fully engaged, the engine speed dropped and the unit stalled.

Because reverse ratio is lower than that of first, there was no point in attempting a restart facing up the slope, but it is apparent that forward restarts on gradients of up to 1 in 5 should not present too much difficulty to the Paravan, and this is as steep a gradient as is likely to be attempted by most parcels vans under normal conditions with a full load.

With a fuel test tank attached, fuel-consumption figures were obtained over a six-mile undulating circuit of the London Road. Three runs were made with the full load, and these were repeated with 1½ tons of the payload removed. The figures obtained show attractive economy for a vehicle of its type, economy which is further enhanced by the generally accepted longer life of an oil engine over that of a petrol engine.

Allowing for the fact that a vehicle of this type would rarely carry more than 3 tons and that at the end of its day's run the payload would have been reduced to nothing, it is reasonable to suppose that the Paravan will return an overall average fuel-consumption figure of between 18 and 19 m.p.g. under normal city-service conditions.

One of the more remarkable things about the Paravan is that, despite the use of conventional single-rate semi-elliptic springs at both axles, without dampers, the suspension is of a very high standard under all conditions, which all goes to show that the simplest layout can often be the best if properly applied.

This smooth ride is of importance not only to the driver but also to customers, as often the parcels carried in a vehicle of this type can be quite fragile and therefore liable to breakage over bad surfaces. This is not likely to happen with the Paravan, however, because even when driven fast over cobbles, no harsh shocks were felt. Wear and tear on the body will be reduced also.

The Paravan handles well and the steering is comfortably light, with just sufficient castor action to be of assistance when cornering quickly. The van corners well and does




*The simple frontal styling of the Dennis bodywork includes a single head lamp and a shallow radiator grille, this feeding through a duct beneath the front platform. Jack-knife doors can be supplied instead of the up-and-over type normally fitted.*

not seem to roll unduly. The brakes are pleasant to use and gear changing is good, partly because of the small travel of the short lever. This lever, like that of the hand brake, lies below the level of the seat cushion so that it does not obstruct access to the driving seat from either side of the vehicle.

Although the engine is directly alongside the driver and covered by a simple two-piece metal cowl, its noise is by no means overpowering and its closeness to the driver is more than compensated for by the high degree of accessibility afforded with the two panels removed.

A slight point of criticism about the Dennis body concerns the heaviness of the four-piece up-and-over corner door, which is not counterbalanced in any way. The spring-loaded rollers add to the friction, with the result that a fair amount of manual effort is required to raise the door, which suggests that most drivers will prefer to operate with the door left open.

The door can be clipped in this raised position by a simple plunger-type catch, but this acts on a rounded surface, with the result that a sudden jerk on the door can over-ride the spring action of the catch and the door can fall with alarming speed.

In other respects, the body reaches a high standard and particularly useful is the provision of side windows to the rear of the driving-seat line, these giving vision usually denied to van drivers and making for increased safety particularly at Y-junctions.

The Paravan tested had a body floor height of 3 ft. 6 in., this having been adopted as almost universal in this country for the normal loading-dock height, but for specialized duties a floor line of little more than 2 ft. 6 in. can be achieved, although this necessitates the use of wheel boxes over the rear wheels. The Paravan chassis is suitable for bodies of up to 600 cu. ft. capacity and there is a maximum legal body space of 16 ft. 7½ in. behind the engine, allowing a clear 16 ft. interior body length without wheel boxes if the floor height is 3 ft. 6 in.

I was left with no time in which to carry out maintenance tests. Access to the engine, however, as I have already said, is good and there is a trap in the forepart of the body, immediately over the gearbox, which gives good access to the gearbox and which is wide enough to allow the box to be withdrawn and lifted up through it, as might be necessary when changing a clutch plate and so forth. Because of the deep skirt panels, traps are provided to give access to the spare wheel and batteries, and access to these is, naturally enough, not as good as were the body side panels to finish at floor level.

## August Exports Year's Second Lowest Monthly Total

EXPORTS of commercial vehicles in August, at 9,434, were the lowest for the year so far (excepting June, when there were dock labour difficulties), but may be so because of the holiday period. Details appear in the accompanying table.

During August, 11,440 goods vehicles, road-haulage tractors and special-type vehicles were produced, together with 82 battery-electrics, and the total passenger-vehicle output was 423. Weekly average output was 2,986 of all types, making 11,945 for the month.

Of the goods vehicles, road-haulage tractors and special types, 6,692 were of under 15-cwt. capacity, 1,841 15 cwt.-3 tons, 1,360 3-6 tons, and 1,547 over 6 tons. Of the passenger vehicles, 286 were single-deck and 129 double-deck motorbuses and eight were trolleybuses.

In the eight months ended August, 194,587 goods vehicles, road-haulage tractors and special-type vehicles were produced, made up of 107,243 vehicles of up to 15-cwt. capacity, 45,613 15 cwt.-3 tons, 23,494 3-6 tons, and 18,237 over 6 tons.

There were also produced 1,208 battery-electrics and 5,803 passenger vehicles, of which 4,176 were single-deck and 1,448 double-deck motorbuses, and 179 trolleybuses. Overall total for the eight months was 201,598.

The Society of Motor Manufacturers and Traders state that in the first half of the year Britain sent 13,845 commercial vehicles to Europe, 13,438 to Oceania, 6,911 to America, 8,532 to Asia and 18,762 to Africa, making a total of 61,488, a figure second to 80,242 exported by the U.S.A., but above that of Western Germany, 52,423.

Statistics issued by the Board of Trade show that production of 28,268 goods vehicles in September brought the output for the third quarter to 62,509, and that the manufacture of 1,013 public service vehicles in that month took the aggregate for the third quarter to 2,018.

September's exports of goods vehicles at 6,883 made a total of 25,905 for the quarter, and of 321 public service vehicles to 1,426 for the three months.

**NEW COMMERCIAL VEHICLE EXPORTS—AUGUST**

| Type | August | | January—August | |
|---|---|---|---|---|
| | No. | Value £ | No. | Value £ |
| Goods vehicles, complete and chassis assembled and unassembled | 8,166 | 5,279,585 | 76,511 | 46,987,141 |
| Motorbuses and trolleybuses, complete and chassis | 498 | 981,368 | 4,042 | 7,397,722 |
| Road haulage tractors | 26 | 49,289 | 402 | 1,209,025 |
| Other descriptions, complete and chassis | 90 | 302,211 | 697 | 2,075,718 |
| Dumpers and dump trucks | — | 297,496 | — | 2,291,562 |
| Industrial trucks | — | 104,477 | — | 1,455,288 |
| Trailers | 654 | 232,392 | 6,554 | 2,115,580 |
| Totals | 9,434 | 7,246,818 | 88,206 | 63,532,036 |

*Political Commentary* *By JANUS*

# Ouch, Yaroo, Leggo!

WHOEVER may be hurt by a decline in traffic, one imagines it will not be the British Transport Commission. They are so far in debt that an ordinary commercial concern in the same situation would have foundered long ago. The Commission keep afloat, and to outward view appear more prosperous than ever. They know that at any time the Treasury can rescue them by writing off their loans and deficits, and even the interest as well.

The time has not arrived yet. For a while longer the pretence must be kept up that the railways are as vulnerable as any industry under private enterprise. At present there is to be no shrugging off of deficits as the kind of misfortune that might happen to anyone. The Commission are borrowing £1,500m. to bring themselves up to date. They are borrowing more money to pay the interest, and still more to keep pace with current deficits. In the midst of the astronomical figures involved, they can still claim to maintain a sense of proportion sufficient to mourn sincerely a further loss amounting to no more than a few millions.

Addressing the European Ministers of Transport a short time ago, Sir Brian Robertson, chairman of the Commission, found a vivid physical metaphor to describe his feelings. Much less coal and steel were being sent by road, he said. The coal was going back into stock instead of being moved, and production in the steel industry had fallen. "British Railways," Sir Brian lamented, "have no resources to cushion them against the effects of such a sudden blow, and it is hurting a lot."

On somewhat different occasions, and in somewhat different words, Billy Bunter has for several years been in the habit of expressing essentially the same sentiment. More often than not, he does so before he is hurt, and here is another point of comparison with Sir Brian, in spite of his more dignified language. The railways, like Billy Bunter, are really very well cushioned against financial disaster. Ironically, it is their road transport competitors who are likely to be more hurt in the long run.

### Gilbertian Situation

There is an air of unreality about transport finance. Everybody knows the Government have been taking huge sums from road users in the form of taxation, and handing over almost equally huge sums to the railways in the form of loans. Everybody knows also that there is not the slightest chance these loans will ever be paid back. The assumption upon which this Gilbertian situation rests is that the railways are essential to the nation in peace and in war.

Lightly though their obligations may rest on the Commission, there must be a limit to them. When this is reached, the Government must decide whether or not to pay a subsidy by writing off what already amounts to an enormous debt. There is no serious alternative. The railways cannot hope to make sufficient profit to pay back all they have borrowed.

There is a growing doubt whether they will ever again make any profit at all. The new equipment will help, but cannot forever disguise the fact that the railways are an outmoded form of transport. Sir Brian's cry of anguish may be prophetic. When receipts are falling and the bills are mounting, the loss of a little extra traffic may seem comparatively unimportant. The long-term plan, however, lays down that just about this time the downward trend should be reversed and the climb should begin towards solvency. If the Commission are going still further into the red, they will have to think again about whatever result they hope to achieve in the long run.

The proposals for the railways presented to Parliament two years ago by the Minister of Transport included a review of policy and prospects made by the Commission themselves. They commit themselves to an estimate that by 1970 there should be a total surplus revenue of £50m. a year, after charging to revenue all interests except on deficits. "But the critical period of reconstruction and development terminates much earlier, and the Commission would probably cross the line from annual deficit to annual surplus in 1961 or 1962."

In other words, the effects of the new policy would be felt all the way through, and not merely when the plan is completed. The Commission even ventured on figures, and indicated that at the date of "crossing the line" there would be extra annual revenue or savings of £35m. from modernization, £3m. from the pruning of services, £5m. from increased productivity, and £20m. as a result of the freedom from stationary obligations.

### Remote Chance

Sir Brian appears now partly to contradict this. He told the Ministers of Transport that the large sums already spent on modernization had scarcely begun as yet to pay dividends. If this is so, the chance seems remote that by 1961 they will be paying dividends on anything like the scale predicted. At about that time, if not sooner, the Government will find it necessary to make a reassessment of the situation.

Road transport operators should make up their minds as soon as possible about the railways. The Commission's financial plight is no encouragement to their principal competitors. They have been accustomed to adopt a patronizing attitude, as if towards a business associate who had come down in the world. They go out of their way to say from time to time that the railways perhaps ought to be preserved, if only for reasons of national security. In other words, even road users accept the assumption that has hitherto guided the policy of the Government and of all the political parties.

It is an awkward assumption, from which certain uncomfortable consequences flow. If the main line companies had escaped nationalization, they might have done a little better than the Commission, but they would still have been in financial trouble. As independent companies, they could hardly have been permitted to borrow as much money as is now being lavished upon the Commission.

Another consequence of assuming that the railways must be kept at all costs is that they must also be kept properly fed, either by handing traffic to them or by a subsidy. It is more than suspected that forcible diversion is already taking place of coal to be conveyed from pithead to electricity generating stations.

If road operators believe in the inevitability of the railways, they must also believe that money or traffic must be supplied to keep the railways going. The conclusion is hardly likely to be welcomed on the road side. Operators must ask themselves, and the sooner the better, whether their attitude towards the railways is not now in need of revision.



**2,000 feet up** With a full load of wet sand, the Austin 7 tonner rounds one of the perilous hairpin bends on the way to the tunnels. Driver Big Jock Wilson says: "It's an exceptionally good machine this Austin. Every other kind of truck is on this job and there's none to beat her on the hills. With a full load she goes up easy in low second."

# Loch-Light comes to Scotland

## —and Austin horse-power helps to bring it

POWER ENOUGH to keep a town the size of Aberdeen going—that will be the daily output of electricity from the Breadalbane Project (part of the vast Scottish hydro-electric scheme), now nearing completion.



**Conference on a mountain-side** Soon Mr. Knights will have another Austin 7 tonner on the road. Mr. Carlisle (right) of Carlaw (Cars) Ltd., Glasgow, will supply it. So Big Jock Wilson takes him over the route and points out the rougher parts of his tough journey.

That power will come from thousands of tons of water; water collected from the mountain streams of Perthshire and channelled through an elaborate system of tunnels to Glen Lyon. Here, at the threshold of the Highlands, a mighty dam is almost finished. Here the pipe-lined tunnels converge after cutting through mountain and rock for up to 9 miles. And here the waters are already held in check . . . a great man-made loch now stretches miles back between gaunt mountain slopes.

**The rocky road to Glen Lyon**

To reach construction sites, 22 miles of road had to be cut over the mountains between Glen Dochart and Glen Lyon. With alarming hairpin bends, the single track zig-zags perilously up the bare hillside. Overall gradient on this road is 1 in 5. Steepest drags are 1 in 3.

Twice a day, 5½ days a week, an Austin 7 tonner climbs this steep, rocky road, carrying wet sand. The sand is collected at Doune, over 50 miles from the site. Over 2,000 tons of it have been delivered so far. And, clocking up a daily average of 225 miles, over 35,000 miles have been covered by this one lorry on this job alone.



**The great dam grows** Spanning Glen Lyon, the white bulk of the Lubreoch dam rises to the sky. Empty now, the Austin 7 ton tipper speeds back for its second daily load of sand.

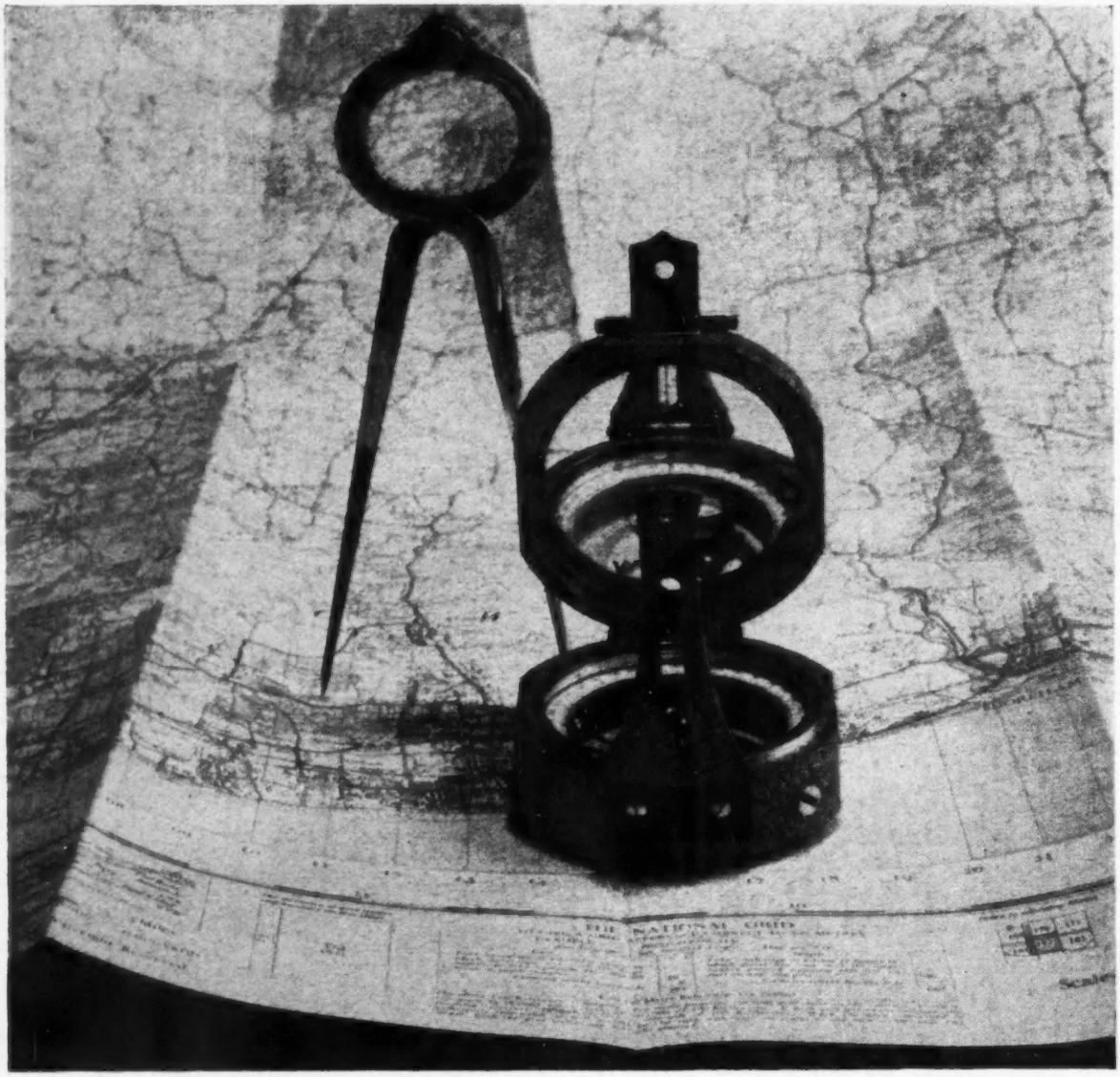
**"Aye, I will that."** Of its performance, owner Walter Knights, haulage contractor of Fintry, Stirlingshire, says: "I bought the Austin in May 1957 from Mr. Carlisle of Carlaw (Cars) Ltd., Glasgow. Since then it has given me no trouble, but for one or two footery wee things. I'm getting 15 miles to the gallon out of it the now and I'm very well satisfied with it." Asked if he would buy another Austin, Mr. Knights was emphatic. "Aye, I will that," he said.

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# 14 Centres for Lorry Driver Competition Next Year?

## Less Emphasis on Highway Code in Eliminating Rounds and on Speed in Final Contest

THERE may be 14 eliminating centres in the Lorry Driver of the Year Competition next year. The possibility of holding rounds at Stoke-on-Trent, Burton-on-Trent, Hove and Portslade, and York is being considered. At present there are 10 centres.

An exploratory competition was held in York this year by the Road Haulage Association.

Two proposals by *The Commercial Motor* to reduce the importance of parrot-like replies to questions on the Highway Code in eliminating rounds and to diminish the value of the time element in the final contest were approved in principle by the national organizing committee of the competition in Coventry on Monday. It was agreed that the number of marks to be awarded for the Highway Code should be 50 instead of 100. The extra 50 marks will be added to the road section of the contest.

### Fewer Marks for Time

A new executive committee with plenary powers, which was set up on Monday, will investigate a proposal that half a mark, instead of one mark, should be awarded for each second taken to perform a test in the final, and that the penalty should be raised from one point to two points per inch error of judgment. It is also proposed to make the championship tests more difficult.

The new executive committee consists of Cllr. R. W. Brain (chairman), Mr. M. J. Miles (secretary), Mr. G. W. Aston (clerk of the course)—the three officers—Mr. G. MacAulay (Treasury), Sgt. B. L. Hale (Portsmouth), Mr. J. Patience (Transport and General Workers' Union), Mr. M. C. Hardaker (Leeds), Mr. J. V. Pike (Road Haulage Association) and Mr. A. L. MacFarlane (Manchester).

### Key Decisions

Decisions reached by the national committee on Monday were as follows:—

(1) Each eliminating centre or other organization represented on the committee should have one vote.

(2) Operators should be invited to send suggestions for amendments to the regulations to Mr. M. J. Miles, honorary secretary of the competition, Council House, Coventry, by November 15. The rules are being completely redrafted and made so comprehensive that they will cover every contingency.

(3) Maintenance tests in eliminating rounds should be encouraged, but should not be compulsory.

(4) Every driver taking part in the final competition should receive a token.

(5) Cash prizes of £50, £30 and £20 should be awarded respectively to the Lorry Driver of the Year and the two runners-up, with £10 for each class champion.

(6) The entrance fee for eliminating rounds and the final should be increased to £1 5s.

(7) Next year's final should again be held in the Midlands. A proposal to transfer it to Leeds was outvoted.

(8) Because saturation point in the number of contestants in the final has been reached, only class champions from eliminating centres will go on to the final. This arrangement holds good for next year only.

(9) The present range of commercial vehicles will continue to be admitted to the contest. An attempt to exclude the smallest vans was outvoted.

(10) No driver will be allowed to enter in more than one eliminating round in any year.

The executive committee are to consider the question of the multiplication of awards to any driver in the final. It was suggested that it was ridiculous that by coincidence the Lorry Driver of the Year should obtain some half-a-dozen prizes.

Another possibility to be considered by the executive is that of holding semi-finals (but not next year) in the north and south of England.

The reduction of the emphasis to be placed on time in the final contest will be of great help to drivers of bulky vehicles, such as heavy tankers.

It was reported on Monday that the national committee had in hand a balance of £169.

Subject to confirmation, the Portsmouth eliminating contest will be held on June 27 next year.

# Micrograms . . .

**Ceylon Loan:** The Ceylon Transport Board have been loaned Rs.6m. by the government to cover losses suffered this year.

**Firth Cleveland Office:** An office at 6 Grey Street, Newcastle upon Tyne, has been opened by Firth Cleveland Finance, Ltd.

**Depot Negotiations:** The Midland General Omnibus Co., Ltd., are negotiating to take over Derby Road Garage, Heanor, for use as a bus depot.

**£120,000 Premises:** Southend Transport Department are building at their main depot a vehicle repair shop, canteen and other premises at a cost of £120,000.

**Preston Plans:** Preston Council have approved in principle plans for a central bus station and an inner ringway which have been prepared by their borough surveyor.

**P.V.O.A. Scottish Dinner:** The dinner-dance of the Scottish Area of the Passenger Vehicle Operators' Association will be held at the Central Station Hotel, Glasgow, on January 20, 1959.

**Extended Service:** The radio-controlled breakdown service of the R.A.C. now operates from Glasgow and Leeds, and on November 12 will do so from Brighton. Morris J2 and Land-Rover vehicles are being used.

**I.o.T. President's Date:** The president of the Institute of Transport will attend the annual dinner of the Institute's Midland section at the Queen's Hotel, Birmingham, next Friday.

**Blackpool Scheme Flops:** Plans to install a £55,000 chair lift, similar to the one at the Brussels Fair, have been abandoned by Blackpool Corporation because public opinion is against the expenditure.

**Refrigerated Body:** The 900-cu.-ft. insulated refrigerated body on the Dodge 7-tonner of Oakleys Transport (London and Scottish), Ltd., described in last week's issue, was built by Reading and Co., Ltd., Hilsea, Portsmouth.

**Bristol Redundancy:** About 80 employees of Bristol Commercial Vehicles, Ltd., have been declared redundant and will be dismissed at the end of next week. In January, 100 workers were dismissed through cuts in Government expenditure.

**Glasgow Bus Garage:** Glasgow Corporation are to build a new bus garage at Gartcraig to provide workshops, pits, stores, a washing bay and a fuel plant. There will also be an administration block and canteen. It will cost about £149,000.

**Universal Tyre Base:** The Universal Tyre Service, Ltd., have acquired premises at Gartree Street, Leicester, formerly occupied by the Atlas Express Co., Ltd., who have moved to Pinfold Road, Thurmaston (Leics). Universal have also bought some adjoining land.

**Back to Work:** As a result of a court decision last Friday, Mercedes-Benz (Argentina) are to be allowed to re-open their plant in Buenos Aires, which has been prevented from operating since 1955, while the Government investigated the company's assets.

**Lister Truck Exhibition:** A Lister Handling Economy Fortnight is to be held from November 3 to 15 at the premises of their main dealers, C. and A. Plant Services, Ltd., 212 Heald Grove, Manchester. Eight i.c.-engined trucks, two trailers and four electric loaders will be shown.

**Avoiding a Ho'd-up:** The Scottish Highways Committee of the National Road Transport Federation have asked the Scottish Secretary of State to ensure that steps are taken this winter to avoid a big hold-up of traffic, because of ice and snow, such as occurred at Beattock Summit in November last year.

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### FORTHCOMING EVENTS

**November 3.**—Institute of Road Transport Engineers' Annual Dinner and Dance, Piccadilly Hotel, London, W.1.

**November 3.**—Traders' Road Transport Association, annual dinner-dance, Grosvenor House, Park Lane, London, W.1. 7 p.m.

**November 5-16.**—Turin Show.

**November 10-15.**—Public Works Exhibition, Olympia, London.

**November 13.**—Public Transport Association Annual Dinner, Connaught Rooms, London, W.C.2.

**1959**

**February 5-14.**—Amsterdam Show.

**March 20.**—Institute of Transport Annual Dinner, Dorchester Hotel, London, W.1.

**May 12-14.**—Public Transport Association Conference, Folkestone.

**May 24-30.**—International Union of Public Transport Congress, Paris.

**June 9-12.**—Public Cleansing Conference, Brighton.

**June 16-25.**—Institute of Transport Visit to Copenhagen.

**September 21-25.**—Municipal Passenger Transport Association Conference, Edinburgh.

# Can Oil Engines be as Quiet as Petrol Units?

IN certain oil engines, oscillations from the induction system are the predominant source of noise. This surprising point was made in a paper entitled "Origins of Diesel Engine Noise," by A. E. W. Austen and T. Priede of C.A.V., Ltd., which was read to the Institution of Mechanical Engineers in London last Friday. It was one of four papers making up a symposium on engine noise and noise suppression.

The authors felt that the oil engine was well on the way to overcoming its initial disadvantages over the petrol engine of a lower power output from a given swept volume and weight and increased initial cost. However, the greater noise emission of the oil engine was perhaps hampering its universal adoption for all forms of road transport. Thus research into the problem of noise was opportune.

Present methods of exhaust silencing were thought to be adequate so far as the occupants of the vehicle were concerned, and this was therefore discounted as a field for any great improvement. However, intake silencing had received little attention. Noise produced in the induction manifold started with oscillations set up as the inlet valve opened which were rapidly damped by the downward movement of the piston and replaced by high-frequency noise developed by air flow across the valve seat.

### Valve Timing

This was followed by further oscillations in the manifold as the valve shut, lasting for some time after the completion of the intake sequence. Improvements in the degree of sound produced by the induction system could be affected by design and particularly by alterations to the valve timing. Late inlet timing, late exhaust-valve closing and a large exhaust-valve flow area all tended to reduce noise.

On test, a considerable improvement was made by fitting a Stewart low-pass intake silencer of about five times the cylinder volume lined with a sound-absorbing material.

Having effectively silenced the intake, it was possible to tackle a basic source of oil-engine noise, the characteristic "Diesel knock." This was found to be directly proportional in intensity to the rate of increase in internal cylinder pressures following combustion. It was deduced that if the rate of pressure rise could be adjusted so as not to exceed 30 p.s.i. per degree of crankshaft angle, the noise was greatly reduced.

This figure was considered to be theoretically attainable on an oil engine with a 15:1 compression ratio limited to a maximum cylinder pressure of 1,000 p.s.i. without losing more than 1.6 per cent. of the overall efficiency.

Limiting the rate of rise in cylinder pressure also reduced the vibrational noise developed by the main structure of the engine. However, there were other means which could be used to alleviate this. Valve and timing covers were found to be a major source of noise in engines using cast aluminium for these components. Replacing these highly resonant structures with substitutes made of rubber-reinforced steel strip and asbestos-wool lagged double-skin sheets made a satisfactory improvement.

Other vibrational areas were more difficult to locate and rectify, but it was provisionally accepted that bending moments in the crankcase, caused by transmission of force from cylinder pressure and crankshaft vibration, were major factors in engine noise.

It was difficult to see how a non-resonant or "dead" crankshaft could be produced, but the crankcase itself could be damped by using a double-skin structure with closely spaced cross connections. The ribbed type of stiffening, normally used for other reasons than noise reduction, might help in this but would most likely have little effect on the magnitude of the noise, only displacing it towards the higher frequencies.

Engine tests with the clutch housing removed showed that the flywheel too could produce noise due to endwise displacement of its centre and top edges setting up high-frequency oscillations. It was considered important, therefore, that no apertures should be left in the clutch housing on an assembled engine-gearbox unit. The pulley on the front of the crankshaft or a counterweight, if fitted, could also set up oscillations.

Though the noise arising from injection equipment was normally lost in the overall sound pattern of the present oil engine, improvements in silencing the engine structure and induction system could make this more apparent.

Noise from the fuel pump was only obvious when it was mounted directly on the engine and could transmit the small vibrations which it sets up to the engine structure, the radiation of that vibration from the larger surfaces of the engine causing it to become tiresome. Noise from the fuel pump arose from bending of the pump crankshaft because of variations of fuel pressure in the pumping elements.

### Flexible Mounting

If the unit were too flexibly mounted or located on an unstiffened structure, these vibrations could be seriously amplified. However, if the pump were flange-mounted on a properly stiffened platform, the noise intensity would be negligibly small.

Injectors in which the needles always seated on fuel were found to be quieter than those which seated on a dry surface. As it was impracticable to ensure that fuel was always present during seating, other means were sought to effect an improvement. Reductions in the needle mass and spring force were found to improve the quietness of the injector, and this modification, in conjunction with a "dead" valve cover, produced a satisfactory reduction in noise.

It was felt that a study of fuel injection combined with improved combustion space airflow might help in achieving a desirable cylinder-pressure pattern.

The paper concluded by foreseeing improvements in oil engines which would make them at least as quiet as the equivalent petrol engine of the present day.

# Claims for Centrifugal Filters

FIVE times the life between services for the Glacier GF.1 centrifugal oil filter as compared with pack-type paper and felt-element filters is indicated by tests carried out by the Glacier Metal Co., Ltd., Alperton, Middx, and detailed in a report by R. T. Beazley, B.Sc.(Eng.), A.M.I.Mech.E., filter development manager.

The filter was subjected to a number of comparative tests on a 100 b.h.p. oil engine with paper- and felt-element filters. A special contaminant used for the testing procedure was supplied by the Motor Industry Research Association. It was prepared from actual sump drainings and filter washings and is said to be typical of the type of oil-contaminating dirt found in Great Britain.

On test, contaminant was added at a set rate to the engine oil until the pack-type filters had accumulated so much dirt that oil flow was sufficiently restricted to open the by-pass valve. It is stated that at this point the centrifugal filter contained substantially more dirt than the pack filters and had about four-fifths of its dirt capacity still available.

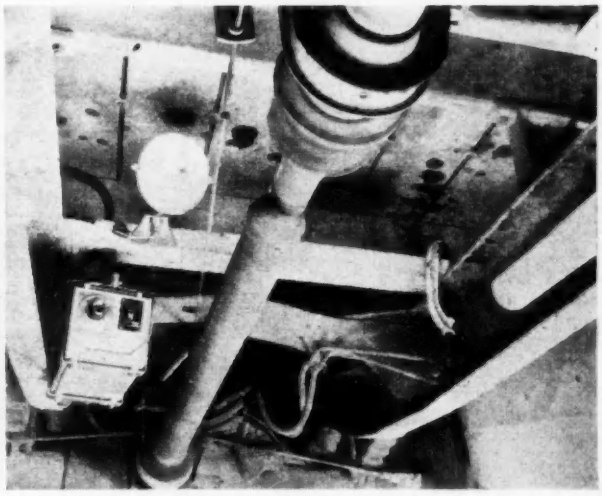
The centrifugal model, which works on a reaction-turbine principle, was found to have removed more of the large and damaging particles of dirt from the oil than the other types, whilst it is claimed from the tests that the centrifuge removes more than 10 times the amount of dirt between services that the pack types remove in their running life.

It is also reported that centrifugal filters in service are less damaging than pack types to the additives in modern heavy-duty oils. As the dirt in the centrifuge packs on the wall of the bowl, the oil does not have to pass through a bed of dirt containing reactive metallic matter as in a pack filter.

Users have reported running periods increased by up to 50 per cent. before an oil change became imperative because of a serious drop in the additive contained in the oil.



*Setting up the monitor outfit in a Bedford cab before a test programme. The aerial transmits to a receiver in the nearby laboratory.*



*The camera, suspended beneath the body, is trained upon the transmission line. The picture may be studied by a group of people under conditions conducive to accuracy.*

# Television Aids Vauxhall Research Centre

TO help in studying the behaviour of vehicles in motion, engineers of Vauxhall Motors, Ltd., are now using open-circuit television at the company's test centre at Chaul End, near the Luton and Dunstable factories. The transmitting licence is said to be the first to be issued by the General Post Office for industrial use in Great Britain.

The camera, mounted on the vehicle close to the component being observed, is connected to a small transmitter inside the body or cab. The aerial is fixed to the roof of the vehicle, and transmits to a receiver aerial on the roof of the nearby research laboratory. This is connected to a normal television receiver inside the building, where several people are able to study the picture at one time.

This new apparatus, still being perfected by Vauxhall's research staff, is being used in a number of ways. Already it has successfully revealed the cause of intermittent localized vibration on some models at certain critical speeds. The engineers expect to get particularly useful results by studying the behaviour in action of springs and shock absorbers, propeller shafts and many other components otherwise difficult to observe.

### Ciné Camera

Vauxhall have used closed-circuit television at Chaul End for the past two years. Before that, a ciné camera was the only means for providing pictorial information. A camera may be fixed in an appropriate spot on the vehicle to film the components being studied, but this method involves delays for developing the film, and the possibility of having to re-take if results are not satisfactory.

The closed-circuit link marked a big step forward, but as the viewing screen had to be carried in the vehicle being observed, it was impossible for more than two people to study the results at one time. Hence the decision to develop an open-circuit system with the receiver stationary in the laboratory.

No suitable transmitter was available to suit the special needs for this work, so Vauxhall staff set to and built one themselves. Because the frequency allotted by the G.P.O. (750 mc/s) is not normally used for television in this country, they had little information or experience to draw on, so progress was at first rather slow.

No suitable valves were available. The extremely high frequency made it impossible to use normal tuning devices. But with help from various concerns, a suitable transmitter was finally developed, to give good results over the short distances involved. The whole unit fits into a case 6 in. by 1 ft. 2 in. by 1 ft. 4 in., which matches the size of the camera remote-control gear.

There is still some picture flutter when the transmitting vehicle is moving fast. This does not preclude accurate observation, however, and the engineers are confident they will overcome it within the next few months. Power for the transmitter and for the lamp that illuminates the subject is provided by a petrol-engine-driven generator or rotary converter carried on the vehicle.

## By-pass Experiments May Mislead

TRAFFIC experiments on the Preston By-pass will not be a proper guide to the Minister of Transport on which to base the regulations for motorways, according to the road traffic section committee of Birmingham Chamber of Commerce. Mr. C. E. Jordan, chairman of the road traffic section, said this at a council meeting of the chamber on Monday.

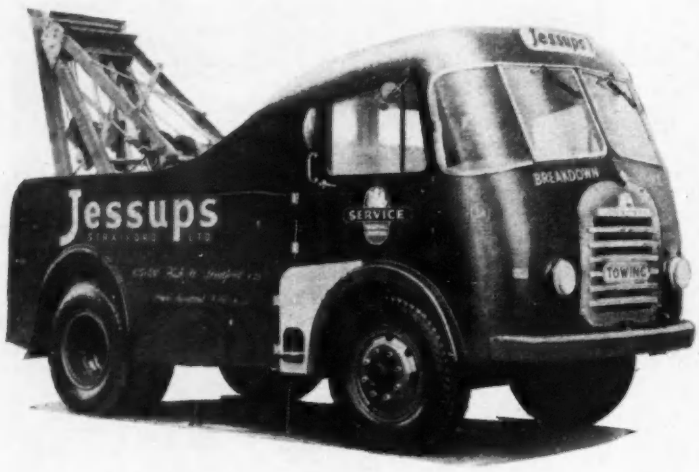
He had read a report stating that the road traffic committee had sent a recommendation to the Association of British Chambers of Commerce advocating that indivisible loads should be allowed on the motorways. Mr. Jordan pointed out that the Preston By-pass was built for two lanes of traffic in each carriageway, whereas the motorways would generally have three lanes.

Criticizing the proposal to permit indivisible loads on the motorways, Prof. Gilbert Walker said road safety depended on speed and uniformity of all classes of traffic. Indivisible loads could cause accidents and loss of life.

Giving a finance committee report, Mr. K. J. Milligan said it was essential that further motorways should be developed as a long-term corrective of inflationary tendencies, in addition to restoring certain cuts in public investment. The motorways would provide a substantial saving in carriage charges.

The finance committee also recommended that a reduction in fuel taxes should be included in tax relief measures. Mr. C. A. F. Hastilow, the president-elect, appealed for a reduction in vehicle purchase tax on the ground that it would enable manufacturers to compete on better terms in the European Common Market.

Dealing with the renewal of hauliers' licences, Mr. C. E. Jordan said the road traffic section committee thought the normal user clause in the 1953 Traffic Act might severely restrict smaller operators who found it necessary to change the type of traffic carried. It appeared, however, that any alteration in the interpretation of the Act would need further legislation.




## *Planning for Profit*

*A particularly smart breakdown tender, based on a Bedford petrol-engined 7-ton chassis, used by Jessups (Stratford), Ltd., 125 High Street, London, E.15. The bodywork was built by Super Line Bodies, Ltd., 7 Sugar House Lane, London, E.15, in hardwood with steel reinforcement and panelling. Equipment includes a Harvey Frost 6-ton crane and 5-ton towing ambulance, and a Thompson 4-ton winch. The illuminated "Towing" sign is incorporated in the radiator grille.*

*Series of Readers' Inquiries Dealt With: Selecting a Medium-weight Delivery Van: Speed Limit on Utilities: Rise-and-fall Clauses*

# "SIZE or QUALITY— Which is Cheaper?"

SHOULD we operate a 5-tonner selected from the popular range of vehicles, or a 3-tonner in the medium-price class?" This was an inquiry received recently. The operators said they were engaged on runs between London and the Midlands involving a weekly mileage of 200-450. The present fleet was fitted with van bodywork, and either the 3- or 5-tonner mentioned would initially cost £2,200.

They were C-licensed operators and transport was only a secondary consideration for them, but they asked for advice on the subdividing of transport costs to enable them to make a useful comparison between these two types of vehicle for their particular job.

The inquirers then specified two makes of vehicle, but I have to point out that comparative costing of operating different makes of vehicle is never made, or even implied, in this series of articles or in correspondence. Any comparisons I make are limited to types of vehicle rather than makes.

The 10 items of standing and running cost which these two vehicles might be expected to average are set out in the table. I have had to make some assumptions. The unladen weight of the 5-ton oiler, for example, has been taken at 3 tons 15 cwt. and the smaller vehicle at 3 tons. Corresponding annual licence duty is therefore £46 5s. and £35, or 18s. 6d. and 14s. respectively per week.

### Insurance Variation

Wages are reckoned as the same in both cases based on R.H.(64) for a 44-hour week, with additions for holidays with pay and insurance contributions. A nominal amount of 10s. 6d. for rent and rates is included for both vehicles.

It is noted that the initial price—£2,200—is the same for each vehicle, but the cost of insurance varies slightly because the rate is relative not only to the initial cost but also the carrying capacity. Interest on the capital outlay is charged at 3 per cent., giving a total standing cost per week for the 5-tonner of £12 9s. 9d., or approximately 5d. per mile on the assumption of the anticipated weekly mileage of 600. Corresponding figures for the 3-tonner are £12 1s. 11d. per week, or 4.84d. per mile.

The first item of running cost—fuel—has been assessed on an assumed cost per gallon of 3s. 10d., a consumption figure of 18 m.p.g. for the larger vehicle and 22 m.p.g. for the 3-tonner. The comparative costs of tyres and maintenance are approximately relative to the carrying capacities.

It is on the last item, depreciation, that probably the greatest difference of opinion as to the correct assessment may occur. As the initial cost price of both vehicles is the same, it would seem reasonable to assume that the smaller vehicle would be of more robust construction, as a result of which a longer life could be anticipated. I have assumed that the economic life of the 5-tonner would be 125,000 miles and 150,000 for the 3-tonner, giving the depreciation costs per mile as shown.

Comparative operating costs per mile are therefore 15.25d. for the 5-tonner and 12.47d. for the 3-tonner. It should be emphasized, however, that these two figures do not make any allowance for overhead or establishment charges.

**TABLE**

Operating costs of 5-ton and 3-ton Oilers of equivalent initial price

| | 5-ton oiler | 3-ton oiler (medium-price class) |
|---|---|---|
| **Standing costs (weekly)** | s. d. | s. d. |
| Licences | 18 6 | 14 0 |
| Wages | 179 0 | 179 0 |
| Rent and rates | 10 6 | 10 6 |
| Insurance | 15 4 | 12 0 |
| Interest | 26 5 | 26 5 |
| Total | 249 9 | 241 11 |
| Per mile (600 per week) | 5.00d. | 4.84d. |
| **Running costs (pence per mile)** | | |
| Fuel | 2.56 | 2.09 |
| Lubricants | 0.24 | 0.23 |
| Tyres | 1.41 | 0.96 |
| Maintenance | 1.82 | 1.33 |
| Depreciation | 4.22 | 3.02 |
| Total | 10.25 | 7.63 |
| Total operating cost per mile | 15.25 | 12.47 |

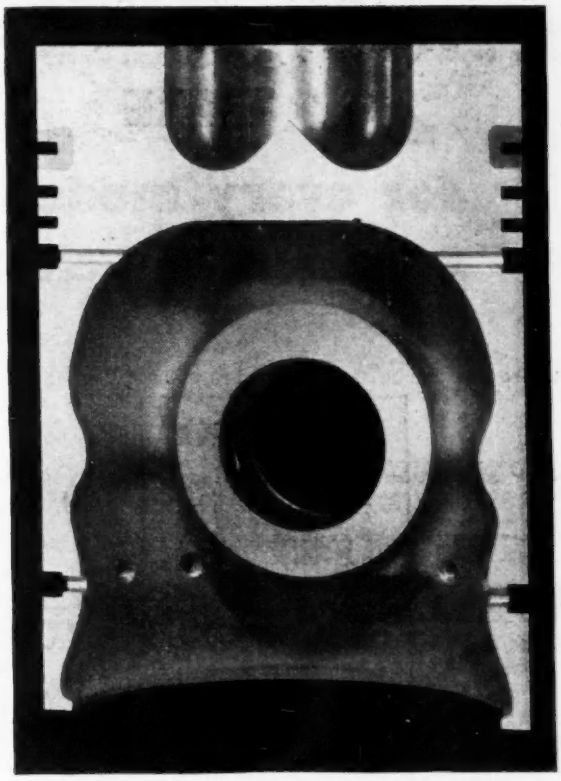
HAVING been fined for speeding in a van, a reader writes suggesting that many other van drivers would like to know the law in respect to these vehicles. In particular, he alleges that many differing versions are current as to the law. He adds that many small vans are built on popular car chassis, for which reason it seems paradoxical that they are restricted to 30 m.p.h.

Speed limits are determined by the construction of the vehicle as a whole rather than the chassis or the use to which it is put. As a van, as distinct from a dual-purpose vehicle, is constructed

(*Continued on page* 511)

# Wellworthy AL FIN armoured ring groove pistons

*. . . more than pay for themselves in the first year!*

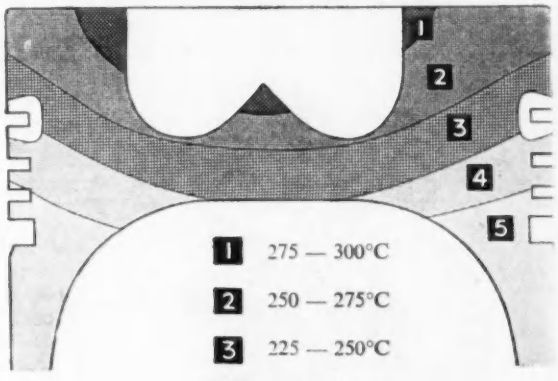


The top ring groove of the Al-Fin Piston has an austenitic cast iron insert bonded to the alloy giving strength where it is most required. This iron bonded securely to the alloy during the casting of the piston will stand up to the most severe usage. That means piston life is increased by at least 100%. This double mileage saves you the cost of one overhaul *and* the cost of another set of pistons! *Write for leaflet D 20/10.*

**Isothermal Piston Design.....**

Wellworthy use Isothermal Survey in diesel engine piston design to ensure:

- Correct selection of materials.
- Determination of correct running clearances.
- Avoidance of localised hot areas.
- Correct gudgeon pin alignment.
- That head thickness, coupled with correct blending into piston wall overcomes distortion of ring grooves. This has considerable bearing on blow-by and efficient oil control.




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c23

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*replacing*
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7·50–16..... 8 PR
8·25–16..... 8 PR
8·25–16.....10 PR

**6.50 - 20 'X'**
*replacing*
6·50–20.....6 PR
6·50–20.....8 PR
32 x 6 single marked
7·00–20.....8 PR

**7.00 - 20 'X'**
*replacing*
7·00–20..... 8 PR
7·00–20.....10 PR
7·00–20.....12 PR
7·50–20..... 8 PR

**7.50-20 'X'&'X'Y**
*replacing*
7·50–20..... 8 PR
7·50–20.....10 PR
7·50–20.....12 PR

**8.25-20 'X'&'X'Y**
*replacing*
8·25–20.....10 PR
8·25–20.....12 PR
8·25–20.....14 PR

**9.00-20 'X'&'X'Y**
*replacing*
9·00–20.....10 PR
9·00–20.....12 PR
9·00–20.....14 PR

**10.00-20 'X'**
*replacing*
10·00–20.....12 PR
10·00–20.....14 PR
10·00–20.....16 PR

**11.00-20 'X'**
*replacing*
11·00–20.....12 PR
11·00–20.....14 PR




1858/126/G

MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT

c24

or adapted for the conveyance of goods, it is termed a goods vehicle, and under such classification is restricted to a maximum speed of 30 m.p.h. at all times.

In contrast, private cars or dual-purpose vehicles, as defined in the Construction and Use Regulations, are primarily constructed for the carriage of passengers. Although dual-purpose vehicles can be adapted for the carriage of goods, they are not subject to speed restrictions except, of course, in built-up areas.

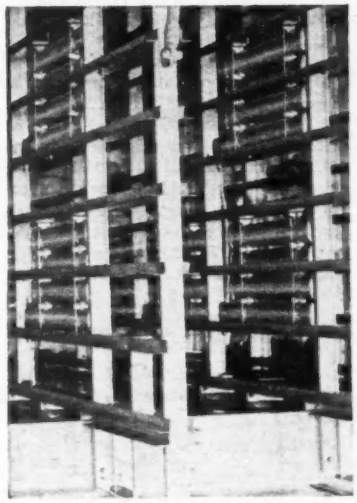
In comparing the advantages or disadvantages of operating a small van as compared with a private car or dual-purpose vehicle, one can either choose to take benefit of the lower rate of purchase tax (30 per cent. on the chassis being applicable to a van) but be subsequently restricted in operation to 30 m.p.h., or purchase a passenger vehicle carrying no speed restrictions but liable to a higher rate of purchase tax, that is, 60 per cent. on the total vehicle.

Should a user of a van find the restriction of being limited to 30 m.p.h. too irksome and contemplate converting it so as to come within the category of a dual-purpose vehicle, it should be emphasized that the fitting of side windows, for example, would immediately bring the vehicle into a higher-rated class for the purpose of calculating purchase tax.

It would then be the responsibility of the person carrying out the alteration to notify his local Customs officer, and that official would then determine the balance of tax payable to bring it within the private-car or dual-purpose category.

*

ANOTHER inquiry relates to the use of a container on a flat or platform vehicle. "Have I to pay tax on the lot or on the lorry?" asks a reader. In accordance with the Vehicles (Excise) Act, 1947, Section 26, containers specially constructed or adapted for carrying livestock and used solely for that purpose are not included in the taxable rate of a vehicle.



*(Above) W. J. Brookes and Sons, Ltd., Manchester, 16, have added this Thames Trader 7-tonner with Baico 3-ft. chassis extension to their fleet. The Homalloy body can carry 5,200 1¼-lb. loaves on trays. The vehicle weighs 4 tons 17 cwt. unladen and has 8.25×20 tyres.*

*(Left) Heater elements are fitted to the racking so that bread may be kept at 80 degrees F. The vehicle was supplied by the Croft Bodybuilding and Engineering Co., Ltd.*

Tax is also not payable on any other type of container so constructed or adapted that it can be lifted on or off the vehicle with goods in, and from time to time is actually used for that purpose in the normal course of business. Should there be any doubt whether this condition was being complied with, the onus of proof would be on the operator. If the container is not removed from the vehicle, its weight along with that of the vehicle would make up the total taxable rate.

*

A MORE unusual request comes from a large company in connection with escalation clauses in contracts when it is sometimes necessary to make provision for the rise and fall in transport costs. They ask whether successive issues of "'The Commercial Motor' Tables of Operating Costs" can be used for this purpose, or whether any transport cost index figure is available as a basis for the calculation of such escalation.

Whilst copies of the Tables going back many years are available for examination at this office, they can no longer be purchased by readers. However, on January 3 an article then appeared entitled "Ten Years of Rising Costs," in which all items of cost incurred in operating a 5-tonner 500 miles per week, and a maximum-load eight-wheeler 800 miles per week, were given for the years 1948, 1953 and 1958.

Readers interested in making comparisons of this nature should note that in the new edition of the Tables details are given for 10 successive years from 1949-1958 of the price of a typical commercial vehicle, wages payable to drivers in the 5-10-ton category (formerly, of course, 5-8-ton category) and the cost of standard or bulk petrol and oil fuel.




*

"WITHIN the next 12 months I intend to start a haulage company with approximately £10,000 capital, and I should be grateful if you could advise me on present haulage rates and procedure for obtaining an A licence for haulage in England and Scotland." This is the gist of a further inquiry.

When it is apparent that the proposed operator is starting so completely from scratch, whatever his financial resources may be, an indication of the source of information he seeks is all that I can attempt in the first instance. It would be advisable for him to obtain a copy of the new Tables to acquaint himself not only with the method by which costs are computed, but also the charges which would have to be obtained if his undertaking were to prove profitable.

Following this, presumably some preliminary canvass would have to be made to ascertain the possibility of potential traffic at suitable rates. Only if such canvassing proved successful would it seem prudent to pursue the matter of licensing.

In accordance with the Road and Rail Traffic Act, 1933, it is an offence for any person to use a vehicle on the road for the carriage of goods for hire or reward except under licence. An A licence would permit this correspondent to operate specified vehicles for hire or reward but not in connection with any business carried on by him.

Application for such a licence has to be made on form GB 1A and submitted in duplicate to the Licensing Authority in whose area the lorry will be based. An explanatory leaflet may be obtained from the same source. S.B.

UP-TO-DATE COSTING INFORMATION

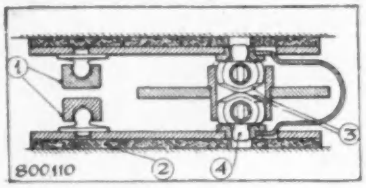
Every operator should have a copy of the new edition of "'The Commercial Motor' Tables of Operating Costs." Completely revised and based upon prevailing prices, figures relating to goods and passenger vehicles of all sizes and with different power units enable providers of transport to measure the economy of their own methods, whilst users can judge, with the aid of this publication, the standard of services they may be offered.

The Tables may be purchased from booksellers at 3s. or 3s. 6d. by post from Temple Press Ltd., Bowling Green Lane, London, E.C.1.

B33

# Self-energized Disc Brakes

TO make a brake self-energizing is relatively simple with drum mechanisms, but to apply the same principle to a disc brake is more difficult. The best scheme up to now is to use a rolling ball on a ramp, but this has been found to present production problems. This is stated in patent No. 800,110 which describes an improvement to these devices. (Bendix Aviation Corp., South Bend, Indiana, U.S.A.)



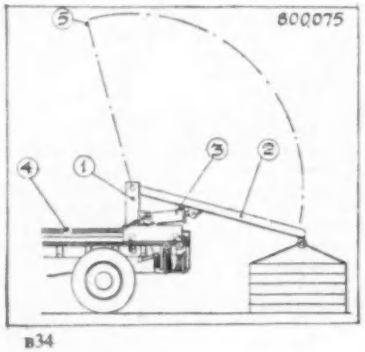

Though referred to as a disc, the rotor in this scheme is of channel section, the friction mechanism being housed inside the channel and expanding on to its walls. The drawing shows the layout of the friction device. Actuation is initiated by spreading the two pads (1). These bring the arcuate friction-faced shoes (2) into contact with the moving sides of the channel (not shown). The shoes tend to move with the channel, and in doing so they turn a pair of back-to-back cams (3) which carry pins (4) acting as one-tooth gears. As the cams turn, their overall width is increased, and it is this that applies the amplified spreading force to the shoes.

## A LOADING DEVICE

A SELF-LOADING mechanism for lorries is the subject of patent No. 800,075. Powered hydraulically, the lifting gear not only raises the load but will also carry it forward along the body if required. (Market Transport, Ltd., and R. Tapp, both of 166 Weir Road, London, S.W.12.)

The drawing illustrates the general layout. The vehicle is provided with a pair of rails, one at each side, to form a track for a wheeled trolley (1). Upon this is pivoted a jib (2) of inverted U-shape. This can be swung to about 15 degrees below horizontal to pick up a load on the ground.

A hydraulic cylinder (3) provides the lifting force, and is coupled to a flexible hose (4) which is wound on a reel in the driver's cab. The load, once having been lifted, can be swung to the jib position shown at 5, and the assembly can then be wound along the rails by a hand-winch until it reaches the desired point, where it is lowered to the floor.

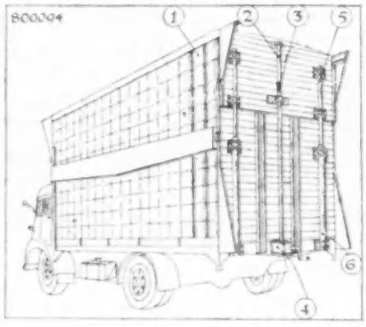



Other schemes are shown, one having an upstanding tower for the jib, and another in which the jib can be slewed sideways.

## A BODY FOR STACKED LOADS

A BODY designed for stacked loads is described in patent No. 800,094. The description refers to the load as "drums" but this term does not imply any limitation as to the purpose of the body. (Metal Containers, Ltd., 17 Waterloo Place, London, S.W.1.)

The principle employed is to use a descending roof that, when lowered on to a load of drums, clamps them firmly. The drawing shows one way of doing it. The drums, indicated at 1, are stacked in tiers, and preferably a layer of felt or other soft packing is placed between each tier.



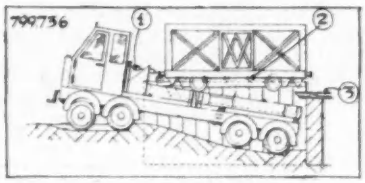

The roof is attached to end structures, as shown generally at 2, and these can be wound up or down by lead-screws (3). The screws are turned manually and worked through bevel boxes (4). A shaft runs the length of the body to operate both back and front screws in unison.

Rods (5), telescoping into tubes (6), provide vertical guidance. The underside of the roof may be faced with a layer of sponge rubber where it meets the load, whilst the outer surface is weatherproofed by aluminium sheets.

## ROAD - RAIL TRANSFER SCHEME

AN integrated road-rail transport system is suggested in patent No. 799,736 which shows a scheme employing containers fitted with wheels of the same gauge as the railway wagons. They are hauled off the rail trucks on to rails, and then pulled aboard a lorry. (A. Kinsey, 120 Pack Horse Road, Melbourne, Derby.)

The drawing illustrates the second part of the operation. The lorry has been backed into a well below rail level, and the container is attached to it by a coupling chain (1). Two side walls are provided with rollers (2) and the container travels along these after it has left the rails (3). As the lorry is driven away, it rises under the container and finally lifts it clear of the rollers.




A similar scheme is used to load the containers on the railway trucks; in this case the truck is down a well.

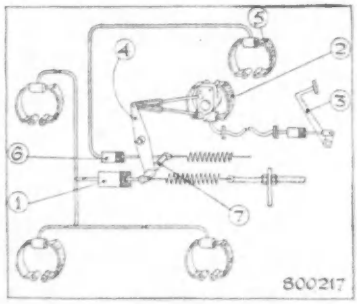
## TUBELESS TYRE AND RIM ASSEMBLY

INSTEAD of carrying a complete spare wheel, a tubeless tyre is mounted on a small, light rim; this is used as a spare for fitting to the existing wheels. The patent comes from The Firestone Tire and Rubber Company, Akron, Ohio, U.S.A.

## A SELF-SERVO BRAKE MECHANISM

PATENT No. 800,217 describes an improved self-servo brake system. (K. and J. Eckhardt, the former of Schwartze-Strasse 17, Leipzig, Germany.) In the layout shown in the drawing, three of the four wheel-brakes are energized by one hydraulic cylinder (1). The fourth brake, on the off-side rear wheel, has two sets of shoe mechanism. One of these (2) is the initiator of the action and is applied by the pedal (3) via a hydraulic system. When this brake is applied, it is free to turn with its drum, and this provides the servo action. The brake moves a lever (4) which in turn operates the main hydraulic cylinder.

The other half of this brake consists of a pair of shoes (5) which are worked by another hydraulic unit (6). A compensating beam (7) couples the two systems to ensure uniformity of application. An anti-skid device is incorporated.

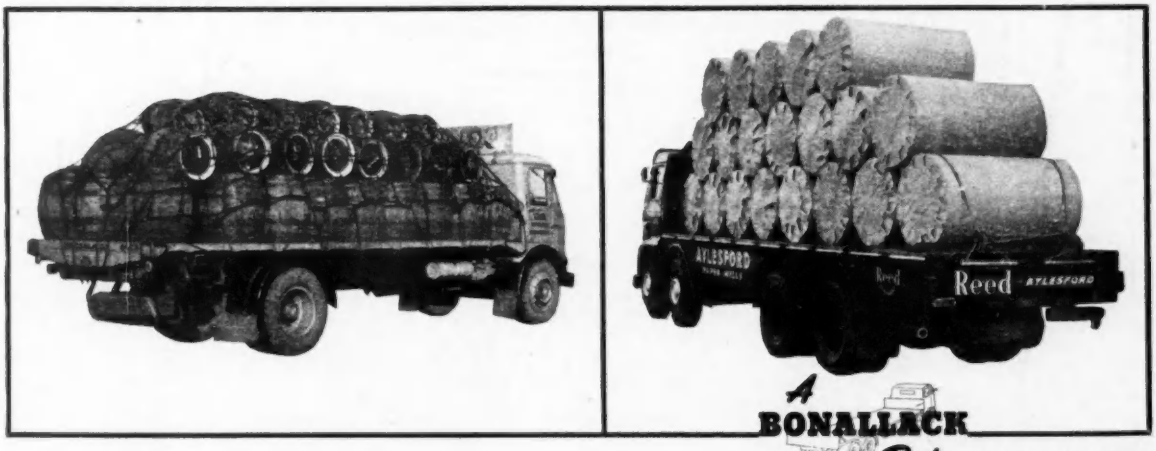



## DUAL-CLUTCH TRANSMISSION

FROM S. Smith and Sons (England), Ltd., Cricklewood, London, N.W.2, comes patent No. 796,956. This deals with a five-speed and reverse epicyclic gearbox having two clutches. These can be selectively engaged in conjunction with the brake bands controlling the epicyclic mechanism.

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**BEDFORD** 1953, 5-ton S.W.B. petrol tippers, very good order, choice of three.

**AUSTIN LOADSTAR** 1953, S.W.B. wooden body tippers, P6 engines, well tyred, re-painted and ready for work, choice of three.

**VULCAN** 1952, 7-ton L.W.B. truck, 4LW Gardner engine, 17-ft. body, D/D/Side, one owner, very well maintained.

**MORRIS COMMERCIAL** Diesel 30-cwt. Van, LDO2 model, 1956, in excellent condition throughout.

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**A.E.C.** Matadors, tractors, Diesel, ex-M.o.S., reconditioned 7.7-litre Diesel engines, 4 x 4 and 6 x 6, with power winches, A.E.C. 2,500-gal. tankers, unregistered ex-M.o.S. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 783-126

**1952** A.E.C. 8-wheeler, 9.6 engine, air brakes, double drive, 24-ft. drop-side body, new-type full-fronted cab, in excellent order throughout, any trial, bargain.

**1949** A.E.C. 6-wheeler, 9.6 engine, 24-ft. platform body, clean and in very good running order, £750.

**1947** A.E.C. 4-wheeler, 7.7 engine, in good running order, £400.

**1947** A.E.C. 8-wheeler, 3,600-gal. tanker, in good running order, £750; also other A.E.C. vehicles. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-163

**A.E.C.** Matador, 4 x 4, unregistered, ex-government, 7.7 Diesel engine, 7-ton winch, compressed air braking system, very low mileage, £650. Edgware 2572. 783-300

**A.E.C.** Mammoth Major Mark II, 21-ft. alloy-bodied hydraulic end-tipping bulk grain lorry, double drive, new Michelin C20Y tyres, £1,250. W. Jordan and Son, Holme Flour Mills, Biggleswade, Beds. Phone 2001. 783-368

**1948** April, A.E.C. Mammoth 8-wheeler chassis-cab, long-wheelbase, double-drive, air brakes, 5-speed box, fitted Tecalemit automatic lubrication system, used only by C-licence operator, thoroughly maintained and in first-class condition. E. C. Hampton, Fenstanton, Hunts. Phone, St. Ives 3325-6. 783-413

**1954** MERCURY Mk. I with 21-ft. drop-side body.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 783-440

#### ALBION

**6X6** Unregistered ex-W.D. low-mileage M.o.S. rebuilds, c/w winches. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-645

ALBION cabs, jig built, quick delivery, all types. A. Laurie and Sons, Falkirk, Scotland. Phone 307. 783-6609

**1948** ALBION 6-wheeler platform, in very good condition, £650, new tyres just fitted. Hamblins Garage, Rectory Rd., Rushden 3211. 783-113

MAY, 1956, ALBION underfloor Claymore MR7N, chassis and cab only, completion of contract sale, excellent condition throughout. Leonard Beer and Co., Kingsbury Road, Southampton. Phone 25750. 785-6765

**1953** ALBION Chieftain articulator with 23-ft. trailer, in very good order, £625.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-150

**1955** ALBION tipper, FT37HT model, in first-class condition throughout. Bolton of Leeds, Ltd., 120 Albion St., Leeds, 1. Phone 36036. 783-179

**1948** ALBION 4-tonner, fixed sides, good condition, £50. East 1132. 783-276

**1953** ALBION 3-4-ton long-wheelbase Diesel van, one owner, in beautiful condition throughout, for quick sale, £450. H.P. terms arranged. Ivor 947. 783-255

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#### ATKINSON

THE NIGHTINGALE ENG. CO., LTD.,
ATKINSON VEHICLES,
LONDON SALES AND SERVICE STATION.
FAVOURABLE DELIVERIES
ALL MODELS.
PART-EXCHANGES AND H.P. ARRANGED.
NEW AND USED 8-WHEELERS ALWAYS IN STOCK.
THE NIGHTINGALE ENG. CO., LTD.,
BALHAM, S.W.12. BAT 2193 (five lines). zzz-628

COMBERHILL GARAGES, LTD.,
DISTRIBUTORS ATKINSON VEHICLES.
COMPLETE STANDARD RANGE NOW AVAILABLE FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.
PLEASE FORWARD INQUIRIES.
BODYWORK CONSTRUCTED TO REQUIREMENTS.
PART-EXCHANGE TRANSACTIONS UNDERTAKEN
INGS ROAD, WAKEFIELD.
PHONE, WAKEFIELD 2241.
(Five lines.) zzz-851

PRICE'S (EARL SHILTON), LTD.,
THE MAIN ATKINSON DISTRIBUTORS.
COMPREHENSIVE spares always available.
CALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges. 4LK, 4LW, 5LW and 6LW Gardner engines in stock.
PRICE'S (EARL SHILTON), LTD.,
"THE ATKINSON PEOPLE."
NEW STREET,
EARL SHILTON,
NEAR LEICESTER.
Phone 3321-2-3. zzz-840

**1954** ATKINSON 8-wheeler, double drive; first-class condition, can be seen working.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 783-178

#### CLASSIFIED ADVERTISEMENTS
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### Used Goods Vehicles (contd.)

SCOTTS OF NOTTINGHAM, LTD.,
LAMBOURNE DRIVE, NOTTINGHAM.
Phone, Deer Park 221-2.
ATKINSON MAIN DISTRIBUTORS.
FAVOURABLE DELIVERY OF ALL MODELS,
6-17 TONS.
SALES, SERVICE, SPARES. 783-133

**1954** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, auto. lubrication, good tyres, one careful owner.

**1955** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW engine, 40 by 8 new tyres, reconditioned chassis.

**1957** ATKINSON 8-wheeler chassis and cab, auto lubrication, as-new condition, sold with same guarantee as makers.

NEW ATKINSON 8-wheel heavy oil tanker, 3,600-gal. 3-compartment Butterfield tank, lagged and steam coil, immediate delivery.

MIDLAND Distributors, Ryland Garage, Ltd., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 783-86

**1952** 6-wheel double-drive platform lorry with Gardner 6LW engine and air brakes with 16-ft. Dyson 4-wheel platform trailer.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 783-439

#### AUSTIN

TWO very low-mileage AUSTIN 6 x 4 chassis and cabs, unregistered, excellent condition, new batteries, £200 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-869

MARSTON MOTOR CO., LTD.,
SEVEN SISTERS ROAD,
TOTTENHAM, N.15.
PHONE, STAMFORD HILL 8000.
SERVICE AND SPARES.
SPECIALISTS IN ALL TYPES OF BODYWORK. zzz-699

**1953** AUSTIN Loadstar long-wheelbase tipper, fitted Perkins P6 engine and Anthony tipping gear body, in very good working order, £550. Hamblins Garage, Rectory Rd., Rushden 3211. 783-112

**1956** AUSTIN 30-cwt. Diesel van, one owner, taxed, well maintained, £525. Wordsworth 1107.

**1953** A40 Countryman, one owner, heater, excellent condition, £345. Wordsworth 1107. 783-72

**1957** AUSTIN Diesel prime mover. Brockhouse-Scammell coupling, firs registered November, low mileage, new 7.50 by 20 tyres, heater. J. J. Wright and Sons, Ltd., Dereham, Norfolk. Phone, Dereham 2H. 783-2

**2** X 2, 4 x 4, 6 x 4, unregistered ex-W.D. trucks, good selection, one only new Loadstar. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-647

WEYBRIDGE AUTOMOBILES, LTD.,
QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

**1957** AUSTIN 5-cwt. A35 van, blue, fitted heater, passenger seat, mileage 25,000, one owner, £365. 783-125

## Used Goods Vehicles (contd.)

THE CAR MART, LTD.
SIX MONTHS' GUARANTEE WHERE STATED.

**1957** AUSTIN A152 Omnitruck, 18,000 miles, guaranteed, £445.
**1957** AUSTIN A152 Pitt Motocaravan, 5,000 miles, guaranteed, £695.
**1950** AUSTIN 25-cwt. 3-way van, £155.
**1956** AUSTIN A40 pick-up truck, 16,000 miles, guaranteed, £375.
**1957** AUSTIN A35 van, 14,000 miles, guaranteed, £375.
**1955** AUSTIN 1-ton van, £395.
**1951** AUSTIN 70 gown van, £215.
**1955** AUSTIN A40 van, £275.
**1955** AUSTIN A40 pick-up truck, £310.
**1952** AUSTIN A40 utility, £295.

THE CAR MART, LTD.,
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 783-52

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**1955** AUSTIN A40 van, good condition, new engine fitted, £325.
**1951** A70 pick-up, one owner, £200.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 783-199

AUSTIN 1956 forward-control 25-30-cwt. van, genuine 7,000 miles only, undersealed, in as new condition, cost nearly £900 offered at bargain price of £495 cash or deferred. Morris, 506-508 Kingston Rd., S.W.20. Phones, Cherrywood 4568 and 1480. After 7, evenings, Cherrywood 43221. 783-243

AUSTIN 7-ton short-wheelbase chassis and cab (demonstration model), power steering, Eaton 2-speed rear axle, 9.00 by 20 12-ply tyres, vehicle done 500 miles only, price £1,375. Anstey's, Ltd., Stone St., Maidstone. Phone 4272. 783-237

**1957** AUSTIN Utilabus, mint condition, £525. Edgware 2572. 783-303

**1951** AUSTIN 25-cwt. forward-control petrol truck, boister, good tyres. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184. 783-x2401

**1955** B.M.C. 5-ton Diesel chassis fitted with a new Sparshatt 1,150-cu.-ft. Luton van body with drop well at rear, £1,100.
J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 783-361

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H. A. SAUNDERS, LTD.,
AUSTIN DISTRIBUTORS.

AUSTIN 1955 LD1 with large-capacity Luton body, black.
AUSTIN 1955 LD1 van, green.
AUSTIN 1955 LD1 van, primer.
AUSTIN 1954 LD1 vans, choice of three.
AUSTIN 1954-5 2-ton trucks, petrol, Diesel, choice of four
ALWAYS a large selection of new and used vans, trucks, Lutons, available for inspection.

H. A. SAUNDERS, LTD.,
C.V. DEPT.,
836 HIGH ROAD,
FINCHLEY, N.12.
Hillside 5272, Ex. 22. 783-464

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**1953** AUSTIN A40 vans, 10-cwt., one owner, from £245.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 783-398

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 783-393

AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries, £110 each. Flitwick Service Station, 74 Ampthill Rd., Flitwick, Beds. Flitwick 244. 783-425

**1955** 5-ton petrol long-wheelbase Luton van.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 783-441

### Austin Wanted

ADVANCE 5242.

AUSTINS wanted! Austins wanted!!
AUSTINS wanted! Austins wanted!!
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242. 783-489

### BEDFORD

SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedfords, all models; sent anywhere in Britain.
TIPPERS a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.
56/60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. zzz-775



## Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.,
OFFICIAL BEDFORD MAIN DEALERS.
BEDFORDS ARE OUR BUSINESS.

**1954**-5 BEDFORD 10-12-cwt. vans.
**1955** BEDFORD Dormobile.
**1950** BEDFORD 5-ton boxvan.
**1955** BEDFORD 5-ton truck, Diesel.
**1956** BEDFORD-SCAMMELL 8-ton artic. unit, Diesel, new reconditioned engine.

BEDFORD LUTON VANS.

NEW BEDFORDS. Early delivery most models. After-sales service second to none. Inquiries welcomed and promptly dealt with. Part-exchanges? Certainly! Full hire-purchase facilities.
YOU are a busy man and cannot find time to come to us? Without obligation on your part our representative will be pleased to call on you to discuss your transport needs. Demonstrations without obligation.

JUST PHONE BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD,
NEW BARNET.
Phone, Barnet 1061.
AND
320 KING STREET, HAMMERSMITH,
LONDON, W.6.
Phone, Riverside 4111. 783-308

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ARLINGTON MOTOR CO., LTD.,
OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF
USED BEDFORDS.
COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

**1957** Diesel (Comet engine) 7-ton long-wheelbase with platform body.
**1956** BEDFORD petrol, 7-ton long-wheelbase with platform body.
**1955** Petrol 7-ton with 16-ft. platform body.
**1954** Diesel (Comet reconditioned engine) 7-ton with 16-ft. platform body.
**1953** 7-ton long-wheelbase petrol drop-side truck, choice of two.
**1952** 2-3-ton long-wheelbase, integral boxvan body, petrol.
**1951** Petrol 4-5-ton boxvan.

MAY WE
QUOTE YOU
FOR YOUR
NEW BEDFORD?
COMPREHENSIVE RANGE OF VEHICLES IN STOCK
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.
ALSO AT
25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.
DUMBALLS ROAD, CARDIFF.
Phone 30641.
SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 783-437

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GLOSTER GARAGE (CROYDON),
OFFER THE FOLLOWING
BEDFORDS FOR SALE.—
**'58** 5-ton long-wheelbase platform (petrol), 9,000 miles, £830.
**'56** 5-ton long-wheelbase 8-yd. Anthony hoist tipper, BEDFORD (Diesel), £595.
**'54** 5-ton long-wheelbase 8-yd. Anthony hoist tipper, BEDFORD (Diesel), £550; choice of two.
**'54** 7-ton long-wheelbase platform R6 BEDFORD (Diesel), £495.
ABOVE vehicles are a complete fleet bought from a C-licence user retiring from business, superbly maintained, very clean, latest modifications, all 825 by 20 tyres.
SPECIAL H.P. terms offered.
117 WHITEHORSE RD., West Croydon. Phones, Thornton Heath 5224, 7500. 783-4

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CAPITAL MOTOR CO., LTD.,
BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.
NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.
**1949** BEDFORD long-platform lorry, £75.
**1956** BEDFORD 10-12-cwt. van, roller shutters at rear end, £345.
**1950** (Registered) BEDFORD tractor unit, Diesel, £275.
REMINGTON ST., City Rd., N.1. (Nr. Angel.) Clerkenwell 7456. 783-285

## Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.,
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
NEW BEDFORD 7-ton forward-control truck, Diesel.
NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, Diesel.
NEW BEDFORD 4-ton long-wheelbase normal-control truck, Diesel.
NEW BEDFORD 7-ton short-wheelbase forward-control tipper, petrol.
NEW BEDFORD forward-control truck, Leyland Comet engine.
NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.
**1950** BEDFORD 5-ton long-wheelbase truck, £195.
**1953** BEDFORD 7-ton long-wheelbase truck, £295.
**1949** BEDFORD 8-ton tractor unit, £155.
**1950** BEDFORD 3-ton long-wheelbase truck, £145.
**1957** BEDFORD 5-ton short-wheelbase tipper, £975.
**1957** BEDFORD 10-12-cwt. van, £395.
**1954** BEDFORD Dormobile, blue and red, £395.
**1955** BEDFORD 10-12-cwt. Utilty, £295.
**1952** BEDFORD 3-ton platform, £295.
**1955** BEDFORD 5-ton long-wheelbase tipper, £595.
**1952** BEDFORD 5-ton long-wheelbase truck, £295.
**1950** BEDFORD 5-ton long-wheelbase truck, £195.
**1952** BEDFORD 7-ton long-wheelbase truck, £295.
**1956** BEDFORD Utilabrake, green, £425.
**1955** BEDFORD Dormobile, grey and green, £425.
**1954** BEDFORD Dormobile, brown and cream, £395.
**1955** BEDFORD 10-12-cwt. van, £275.
SEE the new BEDFORD at our showrooms.
HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.
PART-EXCHANGES welcomed.
DEMONSTRATIONS gladly carried out under no obligation.
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD.,
466-490 EDGWARE ROAD,
LONDON, W.2.
Phone, Paddington 0022 (12 lines). 783-262

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CARMO OF LONDON,
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.

**1954** BEDFORD 10-12-cwt. van, £300.
**1956** BEDFORD 10-12-cwt. van, £340.
**1957** BEDFORD Utilabrake, £485.
**1958** BEDFORD 15-cwt. van, painted, with many extras, £525.
**1953** BEDFORD 30-cwt. van, £320.
**1951** BEDFORD 2-3-ton short-wheelbase truck, £265.
**1949** BEDFORD 2-3-ton long-wheelbase boxvans, choice of two, £350.
MANY more available. Please send for full list.

THE NEW BEDFORD
NORMAL-CONTROL RANGE
AVAILABLE FOR IMMEDIATE DEMONSTRATION AND EARLY DELIVERY.
DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.
WRITE, PHONE OR VISIT
THE BEDFORD CENTRE,
LEIGHTON ROAD,
LONDON, N.W.5.
Gulliver 5555. 783-365

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PARSONS AND PARSONS (GARAGES), LTD

**1956** BEDFORD CA van, £395.
**1951** BEDFORD 7-ton long-wheelbase S-type petrol, £325.
**1951** BEDFORD 7-ton long-wheelbase S-type flat, petrol, £300.
**1954** BEDFORD 7-ton drop-side truck, petrol, £425.
**1948** BEDFORD 5-ton long-wheelbase truck, petrol, £200.
**1952** BEDFORD truck, Scammell tractor, Comet engine, Diesel, £640.
**1954** BEDFORD CA van, £275.
**1956** BEDFORD high-top van, £425.
**1958** BEDFORD Road-master, £525.

SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.
PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.
PHONE, POTTER STREET 121-2-3. 783-58

## Used Goods Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.,**

**BEDFORD**

**MAIN DEALERS.**

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.
NEW BEDFORD CA vans available, early delivery.
DARK blue van by Hawson, new in 1953, 35-cwt. capacity, in new-like condition, £345.
CHOICE of several BEDFORD vans and Utilities.
SELECTION of used tractor units and trailers.
SEVERAL tippers from 1946 onwards in stock.
SEE also articulated vehicles and trailers.
HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

**273 LONDON ROAD,**

STAINES.

Staines 4211 (five lines).

**1952** BEDFORD 5-ton O-type short-wheelbase tipper, P6 engine, very good condition, £295.
**1952** BEDFORD O-type long-wheelbase boxvan 850 cu. ft., very good condition, £195.
**1949** BEDFORD 5-ton short-wheelbase tipper, 6-cu.-yd. steel body, excellent order, good tyres, throughout, £195.
**1947** BEDFORD-SCAMMELL tractor and trailer, good tyres, good condition, £150.
WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

**55-61 LONDON STREET,**

CHERTSEY.

Chertsey 2391. 783-462

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**SHAW AND KILBURN, LTD.,**

BEDFORD MAIN DEALERS, OFFER:—

**1954** BEDFORD 5-ton drop-side truck, good tyres and excellent mechanical condition, £365.
**1956** BEDFORD 10-12-cwt. van, 26,000 miles, finished grey primer, £295.
**1956** BEDFORD 10-12-cwt. van, repainted light blue, good tyres, £325.
**1958** BEDFORD Dormobile 2-berth caravan, low mileage, £645.
**1955** BEDFORD 10-12-cwt. van, good tyres, ladder rack fitted, grey primer, £260.
ALSO several serviceable vans under £200.
SHAW AND KILBURN, LTD., Western Avenue, W.3. Acorn 4641, or 4-6 Berkeley Square, W.1. Grosvenor 4328. 783-144

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**1953** BEDFORD chassis and cab, £125.
**1951** BEDFORD chassis and cab, £75. 373 East-bank Rd., Sheffield, 29139. 783-444

**4X2.** 4 x 4, unregistered ex-W.D., low mileage M.o.S., rebuilt QLs, c/w winches if required, also very excellent selection of OY trucks with V.G. cabs. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-646

**1953** BEDFORD A-type tipper, petrol, reconditioned £325.
**1954** BEDFORD A-type tipper, petrol, reconditioned at a cost of £250, excellent condition, £450.
**1948** BEDFORD 5-ton tipper, £85.
PHONE, Rippleway 4099. Can be seen opposite Albon Engineering Works, North St., Barking, Essex. 783-6685

**1952** BEDFORD large Luton pantechnicon, built on passenger chassis, low mileage, and good condition, used on C licence for gowns, unladen weight 4 tons 1 cwt., price £725.
MORLEY MOTORS, LTD., Middleton Rd., Morley. Phone, Morley 4333. 783-12

**1955** 7-ton BEDFORD with extended chassis by S.M.T., 21-ft. platform truck body, good 9.00 by 20 tyres, reconditioned R6 engine, mileage 40,000, vehicle in first-class order throughout, £800.
**1956** 7-ton BEDFORD with extended chassis by S.M.T., 20-ft. platform truck body, good 9.00 by 20 tyres, original R6 engine, mileage 100,000, first-class order, £800.
INSPECTION anywhere by arrangement.
JOHN GARDINER (CONTRACTORS), LTD., 82-88 Muir St., Hamilton. Phone, Hamilton 667-8. 783-21

SELECTION of BEDFORD 5- and 7-ton Diesel tippers. Jeffreys Commercial Motors, Neath Rd., Swansea. Phone 7288 and Beverley St., Port Talbot 2892. 783-85

BEDFORD 5-ton heavy-duty chassis, extra long-wheelbase, overhauled P6 engine, synchromesh gearbox, level cab, suitable for 19-ft. body, good tyres, £275; also 1954 7-ton long-wheelbase truck, Diesel, £475. New Cross 4774. 783-104

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**SAVILLE MOTOR SALES, LTD.,**

OFFER THE FOLLOWING EX-DEMONSTRATION

**BEDFORDS**

AT GREATLY REDUCED PRICES.

7-TON BEDFORD long-drop-side lorry, Leyland Diesel engine, 9.00 by 20 12-ply tyres, three-piece wheels, price £1,245.
6-TON BEDFORD short-end hydraulic tipper, fitted with 300 cu. in. Diesel engine, 7.50 by 20 12-ply tyres, price £1,325.
5-TON BEDFORD forward-control drop-side lorry, fitted with 300 cu. in. Diesel engine, 14-ft. body, 7.50 by 20 10-ply tyres, price £1,265.
PART-EXCHANGES. HIRE-PURCHASE FACILITIES.
PHONE, STRATFORD-ON-AVON 3681.

**BIRMINGHAM ROAD,**

STRATFORD-ON-AVON. 783-253

## Used Goods Vehicles (contd.)

**K.J. MOTORS, LTD.,**

BEDFORD OFFICIAL MAIN DEALERS.

**1952** BEDFORD short-wheelbase petrol tipper, metal drop-side body, very good, £295.
**1958,** March, BEDFORD Utilabrake special, finished in ivory and beige with green interior 6,000 miles only offered £100 under cost, £550.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 783-317

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**BILL WALTON, LTD.**

**1950** BEDFORD-SCAMMELL tractor and 20-ft. trailer, one owner, £335.
**1952** BEDFORD long-wheelbase tipper, new body, £250.
CHAPPELL'S GARAGE, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 783-345

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**1953** and 1955 BEDFORD A-type Diesel 5-ton short-wheelbase tippers, in excellent condition, from £425. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 783-130
**1951** 5-ton long-wheelbase lorries, choice of three, £125 each. Meadway Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-226
**1955** BEDFORD 10-12-cwt. van, £295.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 783-400
**1956** BEDFORD C.A. 10-cwt. van, as new, £345.
**1955** Ditto, £285.
JOHN JORDAN, Manor Garage, Sandy, Beds. 783-369

5-TON long-wheelbase A-type BEDFORD Diesel-engined chassis-cab, new September, 1956, fitted with a Sparshatt-built 1,000-cu.-ft. body with drop well at rear, £1,100.
5-TON BEDFORD petrol-engined Luton van with a 1,340-cu.-ft. body, in first class condition, first registered December, 1955, £950.
J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 783-362
**1954** BEDFORD 5-ton truck, 30 000 miles only, extra clean, £395. William Ripley, Dartford 5480. 783-338
**1957** BEDFORD-SCAMMELL Diesel artic. unit with 20-ft. Scammell trailer, one owner since new, small mileage, £800.
**1955** BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.
**1955** BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £350.
**1953** BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 783-153

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**OVER HALL GARAGES, LTD.**

**1956,** October, BEDFORD CA van, heavy-duty tyres, excellent order, one owner.
**1953** BEDFORD CA large-capacity van, one owner.
**1949** BEDFORD 30-cwt. truck.
SELECTION Diesel boxvans.

**OVER HALL GARAGES, LTD.,**

STAINES ROAD, BEDFONT, MIDDX.

Ashford 5741. 783-386

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**1954** BEDFORD 25-cwt. van, one owner, £295. Aerodrome Autos, 258 Watford Way, Hendon, N.W.4. Sun 0071. 783-458
COACHES AND COMPONENTS, LTD.
**1955** BEDFORD 7-ton Diesel truck, very good condition.
**1952** BEDFORD 3-ton boxvan, very good condition. 469-475 Holloway Rd., London, N.7. Archway 2647. 783-485

### Bedford Wanted

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. zzz-506
CONTRACTOR requires three BEDFORD A model 5-ton tippers, petrol or Diesel; will pay a good price; short-wheelbase preferred.
MESSHAMS, 4A Walker St., Liverpool, 6. Phone Anfield 2170. 787-6780
BEDFORD. All types wanted.
BEDFORD. All types wanted.
PHONE or write.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.** 783-331

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**ADVANCE 5242.**

BEDFORDS wanted! Bedfords wanted!!
BEDFORDS wanted! Bedfords wanted!!
**G.T.C.** (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

**ADVANCE 5242.** 783-488

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WILLIAM RIPLEY. Wanted BEDFORDS of all types. Phone, Dartford 5480. 783-337

### B.M.C.

**1955,** December, 7-ton B.M.C., recent service engine gearbox and axle, £825. Phone, Watford 31863. 783-288

## Used Goods Vehicles (contd.)

**1956** B.M.C. Diesel artic. unit, 2-speed axle, in excellent running order, £650; trailers available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-164

### COMMER

**1952** COMMER 7-ton drop-side long-wheelbase lorry, good tyres, running order. S. W. Brisbane and Son, Ltd., Station Garage, Knighton, Radnorshire. Phone 145. 783-6723

COMMER 7-tonner TS3 Diesel long-wheelbase drop-side truck, July, 1957, low mileage, in excellent condition throughout. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 783-129

**1951** Superpoise medium-wheelbase tipper, fitted P6 engine, servo brakes, good cab, £150. Justice, Lansley Mill 3182; home 3625. 783-106

**1958** COMMER 12-ton TS3 tractor unit, 13,000 miles only, S.A.E./S.M.M.T. coupling, air/hydraulic brakes, Eaton 2-speed heavy-duty rear axle, cab heater, trailer control valve. Also available, Taskers 25-ft. platform semi-trailer to match, complete with air pressure/vacuum braking and load control valve.
F. N. MORGAN AND CO., LTD., Chepstow Rd., Newport, Mon. Phone, Newport 58411. 783-241

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2050.
BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310. 783-337

NEW COMMER long-wheelbase Rootes Diesel, very latest cab, 5-speed, air brakes, 900 by 20, ex stock.
**1956** COMMER Rootes Diesel, 18-ft. platform, one C-licence owner, £925.
**1956** (Registered) COMMER QX petrol 7-ton, 18-ft. platform, £275.
**1955** (Registered) COMMER QX petrol, 5-ton 3½-yd. tipper, £275.
**1950** COMMER QX 7-ton 16-ft. 6-in. drop-sider, £175.
**1951,** November, COMMER 10-12-ton articulated unit, 22-ft. B.T.C. 4-in-line platform and one low-load 17-ft. platform, £425 the lot.
**1951** COMMER Q3 13-ft. drop-sider, heater, £125.
PART-EXCHANGE or H.P. arranged.
JOHN JORDAN, Official COMMER Agents, Manor Garage, Sandy, Beds. Phone 271. 783-370
SMITH AND BLACKWELL, LTD., offer:—
**1956** COMMER 8-cwt. van, blue, very good condition, fold-in floor rear seat, one owner, £375.
**1950** COMMER QX 7-ton short-wheelbase drop-sided truck, £115.
**1950** COMMER QX 7-ton long-wheelbase, engine overhauled, platform body, £240.
**325** ESSEX RD., Islington, N.1. Canonbury 6451. 783-391
**1953** COMMER vans, plain, from £265.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 783-399
**1956,** November, COMMER TS3 with Boys extension and Pilot tipper, 18-ft body, high sides, very good condition. Johnson's, North Kelsey, Lincoln. Phone N.K.235. 783-xA2381

### DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.o.S., excellent condition, spare wheel, batteries, etc., £420 each.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255 zzz-697

ONE DENNIS Diesel-engined Pax 6-ton double-drop-side truck, first registered March, 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle. £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 783-42
**1950** DENNIS Jubilant rigid 8-wheeler, double driv., 24-ft. body, unladen weight 7 tons 5 cwt., in good running order.
PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone, Hereford 4221. 783-168
**1947** DENNIS Pax lorry, normal control, petrol, long wheelbase, 750 by 20 tyres.
APPLY Denniss Garage, Ltd., Sutton Rd., Wisbech. Phone, Wisbech 745. 783-377
**1955** DENNIS Stork 15-ft. drop-sider. What offers?
**1945** DENNIS Max, 18-ft. platform, £275.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 783-372

### DODGE

**1955** DODGE 10-ton tractor, recent R6, Eaton 2-speed, primer painted, excellent condition, £495. Stanley Goodwin and Son, Ltd., Kidderminster 2204. 783-6733
DODGE 5-6-tonner, long wheelbase, October, 1956, exceptional condition, fitted Eaton 2-speed axle, well tyred, ready for work. £800. Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 783-84
**1953** DODGE 195 P6 long-wheelbase drop-side coal-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 783-100
DODGE 105 P6, long wheelbase, registered No. LYO 72, recent new engine, cab, body, steering box rewired, price £475. Phone, Watford 36528 or 31863. 783-287
**1952** DODGE 105 P6 long-wheelbase drop-side, £325. Watford 31963. 783-289
**1951** 3-ton boxvan, Ford 4D engine, £350.
EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4776-7 783-348
**1950** DODGE long-wheelbase platform lorry, 105 P6 Diesel, excellent condition, £275. Coppelia Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 783-443

### Dodge Wanted

WANTED urgently, DODGE, all models, 1953 onwards. Church Road Motors, Hadleigh, Essex. Phone 5*271. 783-233

## Used Goods Vehicles (contd.)

WANTED, DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 783-330

### E.R.F.

**1948** E.R.F. 12-ton 6-wheeler boxvan, double drive, 24-ft. body, 6LW engine, 5-speed box, in good running order, £475. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-161

NEW E.R.F. 44G, 4-wheel, 20-ft. platform, immediate delivery.

**1940** E.R.F. Twin-steer light 6-wheeler, 4LW, £395. JOHN JORDAN, E.R.F. Distributors, Sandy, Beds. Phone 271. 783-371

### FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs on 1400 by 20 big single tyres, £900 each. 36 by 8 twin rears, £1,000 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-765

**1951** FODEN 8-wheeler drop-side, 6LW engine, ready for work, £1,150. RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 783-87

**1937** FODEN DG 4-7½ (L.W. engine) for sale, reasonable condition for age, in running order. Applications to view and offers to Transport Manager, Warwicks and Richardsons, Ltd., Newark, Notts. 783-x2304

**1950** FODEN, LW Gardner, 20ft. body, 9.00 by 20 tyres, in good condition, £550. CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 783-333

FODEN 7-ton platform lorry, Model DG5, with Gardner 5LW Diesel engine, rebuilt forward control cab, 15-ft. body, in regular use and in good running order, £200. WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 783-387

**1951** FODEN 12-ton 6-wheeler, 36 by 8 tyres, Duramin box body, 6LW Gardner engine, 4-speed gearbox, double drive, in regular use and excellent running order, view by appointment, £1,250. U.P.M., Ltd., Chase Rd., London, N.W.10. Elg 7482. 783-x2303

### FORD THAMES AND FORDSON

**4 X 4** WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-648

**1951** FORDSON ET7, P6 engine, good runner, £150. Justice, Langley Mill 3182, home 3625. 783-109

**1952** FORDSON ET6 5-ton steel-body hydraulic 4-yd. tipper (ex-Atomic Energy), very good order, £165. Terms. 747 Dunstable Rd. Luton 51451. 783-147

**1953,** September, THAMES 2-ton van with sliding doors and 4-cylinder petrol engine, taxed until end of 1958, in really nice condition, resprayed in primer, £250. Main FORD Dealer, Adams Motors, Ltd., 43-45 Acre Lane, Brixton, S.W.2. Bri 6431. 784-6764

**1955** 4D long-wheelbase Diesel van with well, 800 cu. ft., £675. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 783-62

**1951,** P6 Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £295. Meadway Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-230

TWO 1947 FORDSON pantechnicons, 900 cu. ft., £80 each. COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 783-200

**1958,** August, 7-ton Trader 160-in. wheelbase 6D truck, 5,600 miles (re possessed H.P.) painted blue, complete with single heater and dual passenger seat, rear shock absorber and flasher indicators. Registered end of year. Price, new, £1,623, our price, £1,395.

W. J. REYNOLDS (MOTORS), LTD., New Rd., Dagenham. Phone, Dominion 6655. 783-281

**1955** FORD 4D Diesel drop-side long-wheelbase tipping lorry, H.D. equipment, first-class condition, £450. Beckett, 14 Princes Rd., Cleethorpes 61667. 783-269

FRANK G. GATES, LTD.,
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

**1954** FORD 4D long-wheelbase truck, £395.
**1957** FORD Trader 5-ton 6-cylinder petrol truck, £925.
**1957** Trader, 6-cylinder Diesel truck, £1,025.
**1958** FORD 15-cwt. van, 2,000 miles, as new, £495. 783-382

GORDON KING MOTORS, LTD.,
FORD AND THAMES DEALERS.

TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, £1,330.
**1957** Thames 10-cwt. van, perfect order, 12,000 miles, £275.
**1957** Thames 5-cwt. van, all extras, unwritten, choice of many, from £295.
HIRE-PURCHASE deposit now from 10%.
ALL Thames models in stock for early delivery; any body built to your requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 783-397

**1956** FORD 4D 4-yd. tippers, only used in factory, £475 each.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 783-373



## Used Goods Vehicles (contd.)

**1957** FORD 5-cwt. Thames van, duo colours, in very good condition throughout, £335.
**1953** FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 783-395

**1957** 5-cwt. van, finished in grey, a one-owner very low-mileage vehicle in excellent condition, £315. K.F. Motors, Ltd., Widmore Rd., Bromley, Kent. Ravensbourne 3456. 783-318

**1955** FORD 4D 5-ton long-wheelbase platform, good condition throughout, £485.
E. J. BAKER AND CO (DORKING), LTD., 55-61 London St., Chertsey 2391. 783-460

### Ford Thames and Fordson Wanted

WANTED, Low-mileage FORD 4Ds, 1957 onwards. W. A. Dean and Co. (Manchester), Ltd., 290 Upper Brook St., Manchester, 13. Ard 3271. 786-6761

FORD 4D Diesel Luton vans wanted, any capacity. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 783-490

### GUY

GUY Invincible, 18-ft., 9½-in. wheelbase, double drive, chassis and cab, fitted with 6LW Gardner engine, 5-speed gearbox, air brakes, 100 by 20 12-ply tyres and driver's cab heater. This vehicle is brand new and unregistered and has been used for exhibition purposes only, can be fitted with any type of body if required, bargain price £4,100, or near offer. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 783-40

**1954** GUY Wolf van with integral cabin, Perkins P4, 500 cu. ft., very good condition, £325.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 783-205

**1953** GUY Otter, Perkins P6, light alloy flat platform body, £375. 79 Windmill Hill, Enfield. Enfield 2261. 783-x2306

### KARRIER

**4 X 4** Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-649

KARRIER Bantam, late 1951 tractor unit and articulated trailer, very good, clean condition, choice of three, £145 each. Cardale Garage, 269 Carlton Rd., Nottm. 52034. 783-xC2376

### Karrier Wanted

KARRIER bantam tractor wanted, 1953-55. Young, 154-6 Blackfriars Rd., S.E.1. Waterloo 3131. 783-407

### LAND ROVER

**1956** LAND ROVER, excellent condition, low mileage, £450.
**1956** LAND ROVER, 107 in., fitted with Turner Diesel engine, £560.
**1954** LAND ROVER, good condition, £375.
**1954,** October, LAND ROVER station wagon, £550.
**1955** LAND ROVER, excellent condition, many extras, £430.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 783-201

### LEYLAND

**1954** LEYLAND Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Ainsdale, Southport. 784-6669

**1952** LEYLAND Octopus 8-wheeler, 600 engine, double-drive, 24-ft. drop-side body, one owner, C licence since new, in excellent order, any trial.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-162

J. CAMPBELL PARK, LTD., offers:—

**1956** LEYLAND Octopus 8-wheel, double-drive, automatic lubrication, in first-class condition and very good tyres.
WE also have coming in shortly a LEYLAND 8-wheel, double-drive, year 1955, at a reasonable price.
J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 783-177

**1958** LEYLAND Comet short-wheelbase tipper, Pilot alloy body and gear, mileage 1,500 miles, brand-new condition, £2,500 o.n.o. Worton Silica Co., Ltd., Twickenham, Middx. Popesgrove 6307. 783-283

**1953** LEYLAND Octopus 8-wheeler, 5-speed gearbox, double-drive axles, 40 by 8 tyre equipment, 24-ft. 6-in. platform body, in very good condition throughout, available now, £2,400.
BROWN AND ADAM, LTD., Bleachers, Dyers and Finishers, Transport Dept., Old Hall St., Kearsley, Farnworth, Lancs. 783-170

**1953** LEYLAND Octopus 8-wheeler, 5-speed gearbox, double-drive axles, 40 by 8 tyre equipment, 24-ft. 6-in. platform body, in very good order throughout; also a similar vehicle with double-panelled lift container, 24 ft. 6 in. by 7 ft. 6 in. by 7 ft. 3 in., reasonable offers considered.
BROWN AND ADAM, LTD., Bleachers, Dyers and Finishers, Transport Dept., Old Hall St., Kearsley, nr. Bolton. Phone, Farnworth 236. 783-479

### MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass Ltd., Ampthill, Bedford, Ampthill 3255. zzz-870

**1948** MAUDSLAY Mogul Mk. 11, 18-ft. drop-side body, in excellent condition throughout, £375. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 783-131

**1950** MAUDSLAY twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, 10.00 by 20 tyres. G. H. Kendrick, Ltd., Carters Green, West Bromwich. 0778. 783-101

**1949** MAUDSLAY Mustang twin steer, 7.7 A.E.C., 20-ft. flat, engine just overhauled.
PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone, Hereford 4221. 783-169

**1946** MAUDSLAY, 4LW Gardner, 5-speed gearbox, £125. C. Russett, 46 Clarence St., Southampton. Phone 26590. 783-298

### MORRIS AND MORRIS-COMMERCIAL

**4 X 4** Unregistered ex-W.D. M.o.S. rebuilds, also compressor trucks. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-650

## Used Goods Vehicles (contd.)

**1956** MORRIS-COMMERCIAL 10-ton forward-control prime mover, Diesel, Eaton 2-speed axle. James and Crockerell, Ltd., Durrington, Wilts. Phone, Durrington Walls 348. 783-6752

PALMERSTON OF KINGSTON,
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

**1955** MORRIS ¼-ton van, birch grey, one owner, good, £285.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd. Kingston 5618. 783-351

**1954** MORRIS 10-12-cwt. J-type drop-side and tail-board truck, with canvas tilt, engine rebored and generally tuned up, in first-class condition, £235. Exchanges, etc. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 783-122

**1955** MORRIS 10-cwt. T-type van, excellent condition, resprayed, £275.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 783-204

**1957,** July, MORRIS 10-cwt. van, one owner, as new, £375.
**1957** MORRIS MINOR 5-cwt. van, one owner, as new, £325. H.P. terms arranged. Iver 947. 783-254

**1949** MORRIS 5-cwt., very good condition, £125. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 783-394

**1954** MORRIS MINOR ¼-ton van, £265.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 783-401

**1953**-54 MORRIS J-type 12-cwt. van in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 783-396

### SCAMMELL

SCAMMELL 8-wheeler for sale, best offer. Phone, Bermondsey 4577, or call at J. and H. Transport Services (Peckham), Ltd., Mobility House, Croft St., Deptford, S.E.8. 783-76

**1950** SCAMMELL articulated unit, 6LW engine, 6-speed box, air brakes, one owner since new, in exceptionally clean and good order with choice of 25-ft. platform trailer or 25-ton low-loader trailer. Terms and exchanges. Also various other good Scammell vehicles in stock.
**1949** SCAMMELL rigid 8-wheeler, 24-ft. platform body, 40 by 8 tyres, air brakes, in excellent running order, choice of two, £750 each.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-152

**1944** SCAMMELL tractor, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, £600. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 783-266

### SEDDON

**1955** SEDDON Diesel 7-8-ton drop-side, one owner, low mileage, good tyres, repainted, ready for work, choice of three.
**1954** SEDDON 7-8-ton long-wheelbase drop-side.
**1949** SEDDON Tasker 22-ft. articulated.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams: "Diesel." 783-89

CHOICE of SEDDONS long-wheelbase trucks, exceptionally clean, mechanically sound, from £150. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 783-248

**1953** SEDDON articulator, fitted Eaton 2-speed axle, 5-speed gearbox, 22-ft. B.T.C. trailer.
WEST TOWN DIESELS, Broad St. Garage, Dewsbury. Phone 3504. 783-450

**1954** SEDDON Diesel P6, long-wheelbase truck, immaculate condition. Coppels Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 783-442

**1954** SEDDON boxvan with alloy cab and body, one owner, £675. Aerodrome Autos, 258 Watford Way, Hendon, N.W.4. Sun 0071. 783-459

### SENTINEL

SENTINEL Ricardo Diesel engine, complete as new, can be heard running, £175. Edgware 2572. 783-301

### THORNYCROFT

**4 X 4** Unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-651

**1954** THORNYCROFT Nippy Star 2-3-ton cab and chassis with van body, finished green; this vehicle could almost be described as new, one owner, taxed, £295. Terms. 747 Dunstable Rd. Luton 51451. 783-146

**1955** Sturdy Star long-wheelbase, one owner, 18-ft. platform vehicle, late-type cab, excellent tyres and condition, fully recommended for discerning owner requiring new vehicle at less than half list price, £795.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams: "Diesel." 783-88

COOMBS, main Ford dealers.

**1949** THORNYCROFT 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained, £235.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 783-380

THORNYCROFT Star, 1951, direct injection, Diesel engine, 16-ft. platform lorry, in excellent condition, £220. Cardale Garage, 269 Carlton Rd., Nottm. 52034. 783-xB2376

ANY offers: THORNYCROFT long-wheelbase, rear axle, gearbox, radiator, springs, excellent condition. Mrs. E. Hales, 7 Manor Rd., Wales, nr. Sheffield. 783-452

### TROJAN

#### Trojan Wanted

WANTED, TROJAN Diesel vehicles, 1954 onwards. Church Road Motors, Hadleigh, Essex. Phone 57271. 783-254

## Used Goods Vehicles (contd.)

### VULCAN

ANY offers: VULCAN, chassis, gearbox, rear axle, springs, radiator, all in excellent condition. Mrs. E. Hales, 7 Manor Rd., Wales, nr. Sheffield. 783-453

1952 VULCAN 7G twin-ram tipper, 4-cylinder Gardner Diesel, 6-cu.-yd. wooden body, very good condition, £495.

E. J. BAKER AND CO. (DORKING), LTD., 55-61 London St., Chertsey 2391. 783-461

### UNCLASSIFIED

### DAGENHAM MOTORS, LTD.

1952 THAMES 2-ton 4D van, £275.
1954 BEDFORD 7-ton Mk. II R6 long-wheelbase chassis-cab, £450.
1954 BEDFORD 5-ton long-wheelbase petrol chassis cab, £300.
1953 BEDFORD 7-ton 7-yd. Weston tipper, petrol, £275.
1946 A.E.C. Diesel 7.7 truck, £425.

374 EALING ROAD,
ALPERTON, MIDDX.
Perivale 3388. 783-6697

### L. A. RICH

OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

FIVE BEDFORD QL 4 x 4 950-gal. refuellers, price £175 each.

FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.

FIVE BEDFORD Model OY 5-ton fixed-side trucks, price £95 each.

FIVE BEDFORD 200-gal. water tankers, price £90 each.

FIVE AUSTIN 4 x 4 fixed-side trucks, price £100 each.

90 10-cwt. 2-wheeled trailers, fitted steel bodies and 600 by 16 tyre equipment, price £20 each.

COLDHAMS LANE, Cherryhinton, Cambridge. Phone 97597. 783-663

### MILNES GARAGE,

LEPTON,
NEAR HUDDERSFIELD.
Phone, Kirkburton 94.

1953 FODEN 8-wheel 6LW double-drop-side platform, in first-class condition throughout.
1952 LEYLAND Comet platform, Eaton 2-speed, ex one C-licence operator, immaculate and well tyred. Choice of two.
1954 AUSTIN petrol short-wheelbase drop-side tipper, ex one C-licence operator, 750 by 20 tyres, excellent condition.
1952 A.E.C. 8-wheel tipper, 9.6, 1000 by 20, ready four weeks.
1956 BEDFORD 5-ton A-type Perkins P6 tipper.
1949 SEDDON P6, 5-speed box, good runner. 784-6754

### VINCENT GREENHOUS (SHREWSBURY), LTD

1957 B.M.C. 5-ton Diesel short-wheelbase tipper with 2-speed axle.
1955 BEDFORD 5-ton short-wheelbase tipper, Diesel.
1955 FORD Thames 5-ton long-wheelbase truck, Perkins Diesel.
1952 FORD Thames 5-ton long-wheelbase truck.
1950 BEDFORD 5-ton long-wheelbase truck (choice of two).
1950 BEDFORD 5-ton long-wheelbase tipper.
1951 VULCAN Diesel 5-ton long-wheelbase truck.
1946 BEDFORD 4-ton long-wheelbase cattle truck.

### GREYFRIARS MOTOR WORKS,

SHREWSBURY.
(Shrewsbury 3051, six lines.) 783-19

### J. W. HARDWICKE AND SONS.

COX LANE, West Ewell, Surrey. Ewell 1230, 5776.

1951 FODEN double-drive 8-wheeler 2-stroke tanker.
1951 FODEN double-drive 6-wheeler 24-ft. flat, 6LW.
1950 FODEN 8-wheeler 24-ft. flat, 6LW.
1951 SCAMMELL 8-wheeler, 24-ft. flat, 6LW.
1949 SCAMMELL 8-wheeler, 24-ft. flat, 6LW.
1948 LEYLAND 4-wheeler Beaver, 600 engine.
1948 E.R.F. 4-wheeler flat, 4LW Gardner.
1945 ATKINSON 8-wheeler, 24-ft. flat, 7.7 A.E.C.
1950 DODGE 4-wheeler flat, P6 engine.
1942 FODEN double-drive 6-wheeler flat, 6LW Gardner.
1939 ATKINSON Light 6-wheeler flat.
EX-W.D. FODEN, reconditioned, as new, single or twin tyres.
1944 SCAMMELL tractor unit, ex petroleum company.
1942 SCAMMELL tractor unit, ex petroleum company.
1940 SCAMMELL articulator, cable carriers, choice of two.
ALL types of trailers in stock. 783-74

## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.,

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:—

#### NEW VEHICLES.

E.R.F. 6LW, 5-speed box, double-drive 8-wheeler chassis and cab.
E.R.F. 6LW Twin Steer.
E.R.F. 4.4(G) Eaton 2-speed chassis and cab.
A.E.C. 9.6 single-drive 8-wheeler chassis and cab.
A.E.C. Mercury Mark II chassis and cab.
FODEN, 6LW, double-drive, 12-speed box, air brakes, 8-wheeler chassis and cab.
FODEN latest-type 2-stroke, unladen weight 6 tons 10 cwt.
LEYLAND Comet 20-ft. chassis and cab.
ALBION Clydesdale, 18-ft. 6-in. and 22-ft. bodies, Leyland Comet engines, 6-speed box; choice of four. Special discounts to clear.
ALBION Chieftains, 19-ft. bodies, latest type; immediate delivery.

#### USED 8-WHEELERS.

1955 LEYLAND, 600 engine, double drive, 24-ft. flat.
1954 A.E.C., 9.6, double drive, 24-ft. drop-sided body.
1953 A.E.C. 9.6 double-drive chassis and cab.
1952 FODEN, 2-stroke latest Mark V engine, double drive, first-class machine.
1952 ALBION heavy-duty 8-wheeler, 24-ft. flat.
1951 LEYLAND, 600 engine, double drive, 24-ft. flat.
1950 FODEN 8-wheeler, 6LW, double drive; choice of three.
1950 MAUDSLAY 8-wheeler, 24-ft. flat, 6LW, double drive.
1948 E.R.F., 6LW, double drive; choice of two.
1946 ATKINSON 8-wheeler, 6LW, double drive.
CHOICE of 10 1938 onwards E.R.F., Foden, etc.

#### TIPPERS.

1955 ALBION Clydesdale, fitted Anthony hoist gear and steel bodies; choice of two.
1955 THORNYCROFT Sturdy short-wheelbase tipper, fitted Anthony hoist gear and steel body.
1954 ATKINSON, fitted with Pilot gear and 22-ft. body.
1954-55 BEDFORD A-type, petrol, fitted with new gears, medium wheelbase.
1948 A.E.C., fitted Pilot gear and 20-ft. body.
1948 FODEN, 6LW, double drive, fitted with new Millshaw gear and stabilizers, 18-ft. body.
1948 DENNIS Max medium-wheelbase tipper.

#### USED 6-WHEELERS.

1956 ALBION Reiver, fitted Leyland Comet engine, 22-ft. 6-in. drop-sided body.
1951 SENTINEL 6-wheeler, direct injection.
1948 DENNIS, fitted with 22-ft. 6-in. body, double drive.

#### USED TWIN STEERS.

1954 ATKINSON chassis and cab, long wheelbase.
1948-49 MAUDSLAY Twin Steers, 7.7 engines, 5-speed box.
1939 E.R.F., 5LW, 21-ft. body.

#### USED 4-WHEELERS.

1957 COMMER 2-stroke, 900 tyres, 18-ft. 6-in. body, 5-speed box, immaculate.
1955 SEDDON, Perkins P6, with 18-ft. body.
1955 COMMER 2-stroke, 19-ft. 6-in. body.
1954 E.R.F., 4.4(G), Eaton 2-speed axle.
1952 MAUDSLAY, 20-ft. flat, £775.
1951 ALBION heavy-duty, trailer model, in first-class condition.
1950 SEDDON, Perkins P6, choice of three, £350 each.
A Number of 1950 SENTINEL 4-wheelers from £200 each.
1948 ALBION CX, choice of four, good machines, from £250 each.
1947-48 MAUDSLAY, long wheelbase, 7.7 and 4LW engines, from £300 each.
1945-48 E.R.F., fitted with 7.7 and 4LW, mostly fitted trailer brakes, choice of 10 from £350 each.

#### USED ARTICULATED.

1955 SEDDON, R6, fitted with 22-ft. Carrimore trailer.
1953 A.E.C., 9.6, fitted with 26-ft. trailer.
ALL classes of articulated and 4-wheeled trailers.
SPARES for all types, E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.
DIFFERENTIALS and gearboxes for all models, cheap to clear.

NIGHT PHONE,
MIRFIELD 3183, 2160.

SPARE PARTS DEPOT,
BRADFORD 64331-2.

WALES:
R. COWDELL, NEWPORT 59866.

SCOTLAND:
A. L. K. SIMPSON, ALVA 254. 783-38

## Used Goods Vehicles (contd.)

### ROOTES, LTD.,

OFFER FOR SALE THE LARGEST STOCK OF

USED VEHICLES

FROM THIS SELECTION.

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LADBROKE HALL, BARLBY ROAD,
LAD 3232.

1958 COMMER 1-ton Diesel van, primer, 1,000 miles, £980.
1958 KARRIER Bantam 3-ton long-wheelbase truck, Diesel, green, 6.50 by 20 tyres, 3,000 miles, £1,050.
1958 COMMER 7-ton long-wheelbase truck, Diesel, power steering, air brakes, heater, red, 7,000 miles, £1,775.
1957 COMMER 10-ton tractor, Scammell coupling, primer with new Diesel engine not yet run, £1,375.

BIRMINGHAM, 18.
GREAT HAMPTON STREET.
CEN. 8411.

1950 COMMER forward-control 7-ton petrol drop-side, £165.
1951 BEDFORD 5-ton petrol drop-sider, £190.
1952 COMMER Q4 tractor-trailer, P6, £475.
1949 LEYLAND Comet platform, £290.
1948 COMMER Q4 drop-sider, 18-ft. body, £100. Can be viewed working.
1947 COMMER 2-3-ton tipper, £75.

MANCHESTER, 15.
OLYMPIA, CHESTER ROAD,
BLA 6677.

1953, January, COMMER 15-cwt. builder's truck, painted red, fair condition, £125.
1953, February, FORD 2-3-ton van, good tyres, painted blue, good condition, £175.

MAIDSTONE.
LEN ENGINEERING WORKS.
PHONE 3333.

1955 FORD 4D platform truck, Diesel, blue, £425.
1951 COMMER 3-4-ton drop-side truck, petrol, red, tilt, heater, £325.
1951 Bantam travelling shop, new bodywork, £750.
1958 COMMER EDV, petrol, seacrest green, pearl grey, £475.

ROCHESTER.
HIGH STREET.
CHATHAM 42231.

1953 COMMER pick-up, one owner, excellent mechanical condition, good tyres, £275.
1957 COMMER ED van, blue, one owner, as new, excellent condition, £479.
1945 FORDSON 4-ton van, brown, one owner, £99.
1950, November, Bradford van, green, mechanically sound, good tyres, £159.
1956 BEDFORD van, brown, one owner, heater, radio, windscreen washers, tubeless tyres, excellent condition, £549.
1956 COMMER Cob light van, beige, one owner, passenger seat, excellent condition, £369.
1957 COMMER Cob light van, green, one owner, good condition, heater, £425.
1957 COMMER ED van, blue, one owner, as new, excellent condition, £479.
1952 Bradford van, green, serviceable condition, £90.

CANTERBURY,
THE PAVILION,
PHONE 3232.

1958 COMMER 7-ton (Diesel) long-wheelbase drop-side truck, fitted with air brakes and absolutely as new, £1,695.
1957 COMMER Cob van, fitted passenger seats, £415.
1957 AUSTIN Omnicoach, moderate mileage, £495.
ALBION Chieftain Diesel platform truck, £295. 783-149

### KAYS OF DERBY

OFFER THE BEST SELECTION OF USED TRUCKS IN THE MIDLANDS:—

1949 SENTINEL drop-side truck, very sound, £550.
1954 DODGE 105P6 long-wheelbase drop-side truck, P6 Diesel engine, one C-licence owner from new, £650.
1955 DODGE 145R6 long-wheelbase drop-side truck, R6 Diesel engine, very clean, £750.
1954 DODGE 103AP6 tipper, reconditioned engine fitted recently, £650.
1953 DODGE 103AP6 tipper, excellent condition, £650.
EX-W.D. CHEVROLET 4 x 4 Bode limespreader, P6 Diesel engine, offers.
1955 DODGE 145AR6 tipper, R6 Diesel engine, long-wheelbase, 7-ton tipper, 6-wheeler, new engine fitted recently, alloy T. and G. body 18 ft. long, £1,650.
1953 BEDFORD S-type petrol lorry, 7-ton, £400.
1947 ATKINSON 8-wheeler platform lorry, practically all units renewed over the past 12 months, £850.

KAYS OF DERBY,
ASHBOURNE ROAD, DERBY.
Phone 40681 (13 lines). 783-14

## Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, LTD.,
(COMMERCIAL VEHICLE SALES),
188 REGENT ROAD,
LIVERPOOL, 20.

LOOK AT THESE:—

**1957** BEDFORD 5-ton long-wheelbase tippers, fitted with Bedford's own Diesel engine, small mileage, fitted with brand new tipping gears and bodies, with either 750 by 20 or 825 by 20 tyres.

CHOICE of six.

WHY THESE
TIPPERS
MUST BE OF INTEREST TO YOU:—

* LOW mileages, not previously been used as tippers.
* BEDFORD'S own 300 cu. in. engine.
* EACH chassis checked throughout in our Service Department, prior to sale.
* NEW tipping gears.
* NEW bodies built to your specification.
* SAVE yourselves £500 by purchasing any of these tippers, against a similar new specification.

TRACTORS.

CHOICE of two 1955 BEDFORD 10-ton Scammell tractor units, one fitted with Meadows 4-cylinder Diesel engine, the other Perkins R6.

**1956,** October, DODGE P6 Diesel tractor unit Scammell, 2-speed axle, excellent condition, choice of two.

**1956,** November, B.M.C. Diesel tractor unit, 2-speed axle, Michelin metallic tyres, Scammell attachment, first-class condition.

**1956** BEDFORD 8-ton Diesel Scammell tractor with 2-speed axle, Perkins P6.

TRUCKS.

**1953** BEDFORD A-type 4-ton long-wheelbase, petrol, drop-side, truck.

**1953** Thames 4-ton long-wheelbase, petrol, drop-side, truck.

**1955** BEDFORD P6 Diesel, long-wheelbase drop-side truck.

**1949** DODGE P6 Diesel long-wheelbase platform truck.

**1957** BEDFORD 5-ton, 300 Diesel, long-wheelbase platform truck.

**1944** MAUDSLAY 7-7, long-wheelbase platform truck, Michelin tyres, first-class condition, trailer hitch.

PART-EXCHANGES ACCEPTED AGAINST ANY OF THE ABOVE MACHINES.

PHONE, BOOTLE 4343
WITH YOUR INQUIRIES.

DEMONSTRATIONS ARRANGED IMMEDIATELY.

GARLICK, BURRELL AND EDWARDS, LTD.,
188 REGENT ROAD,
LIVERPOOL, 20. 783-32

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HILLS.

**AUSTIN** 2-ton truck, long-wheelbase, first registered 1950.

**BEDFORD** 5-ton short-wheelbase tippers, first registered 1949.

**SEDDON** Diesel long-wheelbase tipper, first registered 1948.

**ALBION** 3-ton truck with rails and sheet, first registered 1947.

**AUSTIN** 2-ton truck with rails and sheet, first registered 1953.

**BEDFORD** 3-ton platform lorry, first registered 1953.

**FORD** Thames 3-ton chassis-cab, first registered 1953.

**FORD** Thames 4D, approximately 650 cu. ft. capacity, first registered 1954.

**FORD** Thames 5-ton truck, P6 engine, first registered 1955.

**MORRIS** 30-cwt. tipping lorry, hand hydraulic, first registered 1954.

**THORNYCROFT** Nippy Star van, approximately 600 cu. ft. capacity, first registered 1953.

HILLS GARAGES (MANCHESTER), LTD.,
24-HOUR PERKINS PARTS SERVICE,
80-90 PORT STREET,
PICCADILLY, MANCHESTER, 1.
Central 4311. 783-34

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CHARLES WENSLEY AND SONS, LTD.,
OFFER THE FOLLOWING:—

**1947** BEDFORD 5-ton short-wheelbase tipper, metal body, £125.

**1950** BEDFORD 5-ton short-wheelbase tipper, wooden body, £150.

**1947** AUSTIN 5-ton long-wheelbase tipper, new engine last year, £125.

**1946** MORRIS 5-ton long-wheelbase platform truck, £140.

**1949** FORDSON 5-ton long-wheelbase platform truck, P6 engine, well tyred, £325.

HIRE-PURCHASE RESTRICTIONS NOW REMOVED.

CHARLES WENSLEY AND SONS, LTD.,
MAIN VAUXHALL AND BEDFORD DEALERS,
INGS ROAD, WAKEFIELD.
Phone 2294/5-3371. 783-46

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## Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., LTD.,
OFFER:—

NEW E.R.F. 8-wheel D.D. 6-cylinder Gardner engine, 21-ft. alloy bodied hydraulic tipper, Special A licence can be supplied East Midland, Metropolitan, or North Western Area.

NEW DODGE 7-ton 6-wheel Boy's tipper.

NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with Special A licence, Yorkshire or East Midlands Area.

**1948** ATKINSON 8-wheel D.D. 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.

**1946** LEYLAND Hippo 6-wheel D.D. 18-ft. steel body, hydraulic tipper.

ANY of the above machines can be supplied with Metropolitan, East Midland or North Western Area Special A licence.

**1956** FORD D 12-ft. hydraulic tipper, high sided.

**1950** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.

**1954** SEDDON 14-ft. hydraulic tipper.

**1956** SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.

**1955** Rebuilt E.R.F. twin steer, 16-ft. alloy bodied hydraulic tipper, 5-cylinder Gardner, £750.

**1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.

**1954** DODGE long-wheelbase hydraulic tipper, 15-ft. drop-sided body.

**1954** DODGE long-wheelbase hydraulic tipper, very clean.

**1951** ALBION Chieftain 16-ft. flat.

**1940** E.R.F. long-wheelbase steel-bodied hydraulic tipper, new tyres, 4-cylinder Gardner.

**1949** FODEN 4-wheel fitted 4LW Gardner engine, 18-ft. flat.

**1952** ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.

**1954** (Late) DODGE 6-ton 13-ft. drop-sided body, Edbro gear.

**1947** A.E.C. 6-wheel 2,500-gallon tanker with pump.

**1957,** September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.

**1942** ATKINSON 8-wheel D.D. 6-cylinder engine, 19-ft. hydraulic tipper, recently rebuilt new cab and chassis.

**1953** DODGE 7-ton 18-ft. drop-sided truck.

**1956** DODGE 7-ton short-wheelbase hydraulic tipper.

**1953** FODEN 8-wheel D.D. 24-ft. flat.

**1953** FODEN 8-wheel 21-ft. hydraulic tipper.

**1949** FODEN 8-wheel 21-ft. hydraulic tipper, fitted new alloy body and Millshaw gear.

CHOICE of 50 other trucks, from £50 upwards.

MILE HILL GARAGE,
CHESTERFIELD ROAD NORTH,
MANSFIELD.
Phone 2314-5. 783-47

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THE CAR MART, LTD.
SIX MONTHS' GUARANTEE
WHERE STATED

**1956** BEDFORD 7-ton long-wheelbase dropside truck, guaranteed, £695.

**1957** FORD Thames 5-cwt. van, 15,000 miles, guaranteed, £345.

**1955** HILLMAN Husky estate car, £445.

**1950** MORRIS 30-cwt. Luton van, £195.

**1956** BEDFORD Spurmotdity, £465.

**1948** BEDFORD 10-cwt. utility, £175.

**1955** MORRIS 1-ton Diesel van, £495.

**1958** FORD Thames 15-cwt. van, 17,000 miles, guaranteed, £525.

THE CAR MART, LTD.,
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 783-53

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PETERBOROUGH ENGINEERING CO.

NEW DODGE 3146AY chassis-cab, 2-speed, air brakes, heaters.

NEW DODGE 3126AP chassis-cab, 2-speed, heaters, 900 x 20 tyres.

NEW GUY Warrior, 15-ft. 9-in. wheelbase chassis-cab.

**1956** DODGE 146A/R6 18-ft. drop-side truck, £875.

**1955** FORDSON 4D 4-cu.-yd. standard tipper, £475.

**1957** YORK 17-ton 25-ft. tandem trailer, £825.

44 EYE ROAD,
PETERBOROUGH.
Phone 6161. 783-68

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A. E. CONNORTON, LTD.,
AUTHORIZED FORD AGENTS.

**FORD** Trader 4D 4-ton chassis, fitted 1,150-cu.-ft. body, new and unregistered, £1,320.

**1952-54** FORDSON ET6 hydraulic tippers, steel body, Anthony hoist, choice of nine, £115 each.

**1952** BEDFORD 5-ton long-wheelbase double-drop-sided truck, choice of three, £100 each.

**1953,** December, FODEN 8-wheel, 24-ft. platform body, £1,550.

**1949** MORRIS 5-ton van, fitted 1,000-cu.-ft. low-loading Luton body, £135.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 783-65

## Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANCS, 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.
AUTHORIZED DEALERS.

ALBION AND FORD COMMERCIALS.
IMMEDIATE DELIVERY
FROM STOCK.

NEW ALBION Reiver 6-wheel chassis, Leyland Diesel unit, 6-speed gearbox.

NEW ALBION Clydesdale chassis, 6-speed gearbox.

NEW-TYPE ALBION Chieftain chassis and cab.

NEW Thames Traders, 6-cylinder Diesel engines, 5- and 7-ton models. Other Thames models, 5 cwt. upwards.

NEW York 25-ft. trailers with Scammell coupling.

**1953** FODEN FG6-15 8-wheel, Gardner 6LW, 24-ft. flat, good tyres; choice of two.

**1952** VANGUARD 10-cwt. van.

**1951** ATKINSON 4LK long-wheelbase tipper.

**1949** MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit, good mechanical order.

**1948** SEDDON, P6 unit, good order.

**A.E.C.** Matador 4 x 4, unregistered, petrol unit, all as new and complete with winch.

FORK-LIFT TRUCKS.

FORK-LIFT trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton mobile crane, electrically operated, with Perkins P4 Diesel unit mounted on 4-wheel chassis, all in new condition.

STOP!
DON'T MISS
OUR NEXT MOTOR AUCTION
ON
THURSDAY, NOVEMBER 6, 1958,
commencing at 2 p.m.
COMMERCIAL
AND
PASSENGER CARRYING
VEHICLES,
4-, 6 AND 8-WHEELER FLATS
AND TIPPERS.
FURTHER ENTRIES INVITED.

MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
Phone: Longton, Lancs. 3255-6. 783-45

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BOTWOODS, LTD.,
COMMERCIAL VEHICLE SPECIALISTS
OFFER:

**COMMER** 7-ton TS3 19-ft. drop-side truck (2-ft. sides), repainted and with near new tyre equipment 9.00 by 20 (14-ply), first registered January, 1957, £1,150.

**AUSTIN** 4-5-ton Diesel, long-wheelbase Baico extension drop-side truck, 37,000 miles, in as-new condition throughout, tyres 50%, finished in green, first registered October, 1956, £750.

**DODGE** 6-ton 105 Model 15-ft. drop-side truck with P6 Diesel engine, near new 8.25 by 20 (12-ply) tyres, very exceptional condition throughout, first registered 1950, £425.

**THAMES** 4D medium-wheelbase 4 cu. yd. tipper, Telehoist underbody gear, body as new and vehicle just completing thorough overhaul, tyres good all round, first registered September, 1955, highly recommended, £550.

**THAMES** 4D long-wheelbase Telehoist tipper, new body, new tyres and good, sound truck, first registered December, 1956, £590.

**THAMES** 4D long-wheelbase Telehoist tipper, new body, new tyres and good, sound truck, first registered January, 1957, £625.

**FORD** Sussex 8 cu. yd. tipper with Anthony hoist with P6 engine, fair condition all round, finished in primer, first registered April, 1954, £420.

**THAMES** 8-ton semi-forward 4D tipper, good all-round condition, first registered July, 1955, £474 o.n.o.

**AUSTIN** 4-5-ton forward control Diesel platform vehicle, very good condition, first registered 1956, £700.

**THAMES** 2-ton semi-forward control truck, 4-cylinder Cost Cutter engine, 18,680 miles, first registered March, 1950, a very nice vehicle, £200.

**DYSON** 5-ton 7-ton trailer, 750 by 20 (12-ply) tyres, 14-ft. 7-in.-body, hardly used vehicle with many extras, purchased February 4, 1957, £575.

TRADE INQUIRIES INVITED.

BOTWOODS, LTD.,
MAJOR'S CORNER, IPSWICH.
Phone 52271. 783-35

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THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON L644 long-wheelbase chassis-cab, immediate delivery.

**1958** (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.

**1955** ATKINSON ST 1044 Scammell tractor, very good condition, choice of two.

WESTERN LANE, London, S.W.12. Batterses 2193. 783-309

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**HARRY DANDO,**
VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25-ft. long. Much the best trailers built today. TRADE for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**NEW VEHICLES.**

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.
**A.E.C.** Mercury Mark II. tractor unit, fitted with York 16-ton 18-ft.-in-well low-loading trailer, knock-out axle, £4,342.
**BEDFORD** 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.
**BEDFORD** 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,466.
**BEDFORD** Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.
**FODEN** 14-ft. 6-in.-wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

**LONG WHEELBASE.**

**MAUDSLAY** 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.
**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.
**LEYLAND** Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.
**FODEN** 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.
**FORDSON** 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent throughout, £350.
**BEDFORD** 1953 7-ton long-wheelbase petrol drop-side truck, £350.
**AUSTIN** 1951 3-way vans, quite good condition, choice of three, £100.
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body. Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.
**ALBION** 1947 long-wheelbase, P6, fair condition, £300.
**SEDDON**, 1948, fitted with Gardner 4LK engine, in exceptionally good condition throughout, drop-side body, £400.
**SEDDON** 1947 long-wheelbase double-drop-side, £275.
**THORNYCROFT** Diesel 1949 long-wheelbase, good condition, £250.
**BEDFORD** 1953 A-type 5-ton standard long-wheelbase, petrol, £400.
**BEDFORD** 1954 standard A-type, P6, good condition, £450.

**TRAILERS AND ARTICULATED.**

**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.
**DYSON** new 15-20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.
**MAUDSLAY** 1948 tractor unit, fitted with 7.7 engine, Tasker coupling, £350.
**YORK** new 15-ton, 16 ft. in well knock-out axle, vacuum brakes, low-loading semi-trailer, £1,294.
**ALDERSLEY** 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.
**BEDFORD-SCAMMELL** 1948 tractor units, choice of two, £100 each.

**TIPPERS.**

**MORRIS** 1950 wood-body drop-side tipper, 4-cylinder petrol engine, in good condition throughout, £200.
**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.
**COMMER** 1952 P6 standard wood-body tipper, £400.
**SEDDON** 1948 steel-body tipper, rough condition, £150 to clear.
**BEDFORD** Comet, 1951, 7-yd. Anthony tipping gear and body, good tyres, £600.
**BEDFORD**, 1953, steel body, good condition throughout, four new tyres, £350.
**ATKINSON** 1955 4LW standard tipper, beautiful condition throughout, all good tyres, £1,500.

**HARRY DANDO,**
VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 783-314

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**WHEATLEYS AND FARROWS, GARAGES, LTD.**

**DENNIS** Max, 1950, long wheelbase, N.W. special A.
**BEDFORD** 1951 7-ton petrol long-wheelbase.
**DODGE**, 1956, R6 engine, long wheelbase, Northern Area special A.
**DODGE**, 1956, P6 engine, long wheelbase.
**BEDFORD** artic., 1956, Scammell-coupling trailer, Metropolitan special A.
**1948** BEDFORD-SCAMMELL ditto, Metropolitan special A.
**A.E.C.** 1936 6-wheeler, East Midland 6-ton 7-cwt. special A.
**SEDDON**, Dodge, Austin, B.M.C., all models, new vehicles.
**COMMERCIAL** vehicles on H.P. or rental plan, highest allowance on part-exchange.

CONSULT THE SPECIALIST FIRST.

**48 SCOTGATE,**
STAMFORD, LINCS.
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**WHETHER BUYING OR SELLING YOU MUST NOT MISS**
THE REGULAR MONTHLY
**CAR AND COMMERCIAL VEHICLE**
AUCTION SALE
AT CHIPPING SODBURY, NEAR BRISTOL.
Large Enclosed Saleroom.

**FIRST SALE—COMMERCIAL VEHICLES ONLY,**
**MONDAY,**
**NOVEMBER 3RD, 1958.**

LONG-WHEELBASE 4-8-WHEELERS; TIPPERS; TWO LOW-LOADING TRAILERS; FIVE SPECIAL A LICENCE 4-WHEELERS, MIDLANDS AND WESTERN

Guaranteed title to all vehicles sold.
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Licensed Bar and Refreshments available.
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**DANDO'S GARAGE,**
CHIPPING SODBURY, NEAR BRISTOL.
Or the Auctioneers:
MESSRS. HOWES, LUCE, WILLIAMS AND PANES,
CHIPPING SODBURY.
Catalogues available one week prior to sale.
This sale is widely publicized and will attract visitors from all over the West. We invite you, too, to join us.
783-315

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**BLACKBIRD HILL GARAGE, LTD.,**
BLACKBIRD HILL, KINGSBURY, N.W.9.
ESTABLISHED 1923.
Colindale 6134-5-6 and 4485.

**1957** A35 van, heater, extra seat and radio, £355.
**1958** A35 pick-up, £495.
**1957** AUSTIN 13-seater coach, £525.
**1957** AUSTIN 15-cwt. pick-up, £425.
**1955** AUSTIN A40 van, £320.
**1954** AUSTIN A40 van, £275.
**1951** AUSTIN A70 high-top van, £195.
**1947** AUSTIN 10 utility van, £75.
**1954** BEDFORD utility, £325.
**1947** BEDFORD van, £80.
**1954** FORD 5-cwt. van, £145.
**1953** FORD 10-cwt. truck, £195.
**1953** FORD 5-cwt. van, £135.
**1955** MORRIS ½-ton van, £325.
**1956** MORRIS ½-ton van, £350.
**1957** MORRIS 15-cwt. van, £425.
**1951** MORRIS 3-ton van, £70.
**1954** MORRIS 1-ton van, £345.
783-64

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**TILBURY'S (SOTON), LTD.,**
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.
SEDDON DIESEL DISTRIBUTORS.
COMMER MAIN DEALERS (HEAVY).
PART-EXCHANGE ARRANGED.
TERMS, BOTH H.P. AND RENTAL, AVAILABLE.

**DEMONSTRATION VEHICLES.**

**SEDDON** Diesel Mk. 15, fitted with P6 engine, 13-ft. 6-in. wheelbase cab and chassis, 825 tyre equipment.

**USED VEHICLES.**

**1956** B.M.C. 7-tonner double-drop-side, fitted with power steering and twin-speed axle, very clean condition.
**1955** DODGE Diesel 106, fitted with 17-ft. 6-in. platform, alloy body and twin-speed axle, one owner, excellent condition.
**1955** (First registered August) SEDDON Diesel Scammell tractor unit Mk. 8/R, fitted with de luxe cab, illuminated roof indication, fitted with modified R6 engine, one owner. Can be recommended as being above-average condition.
**1951** E.R.F., fitted with Gardner 4LW engine, 17-ft. 6-in. platform body, in excellent condition throughout.
**1950** E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout including mechanical condition.
**1954** (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.
**1949** COMMER Superpoise, Perkins Diesel platform truck, considerably above-average condition.
ALWAYS in stock, Diesel-engined vehicles between £200-£400.
ALL the above vehicles are subject to the new deposits.
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## Used Goods Vehicles (contd.)

**W. JONES (MANCHESTER), LTD.,**
RUTLAND STREET GARAGES,
SWINTON.
AGENTS FOR ALL ATKINSON VEHICLES.

**1957** BEDFORD 7-ton articulated, Meadows engine, unit only, £800.
**1956** ALBION Chieftain medium-wheelbase tipper, Homalloy body and cab, £850.
**1956** B.M.C. long-wheelbase truck, Diesel, 2-speed axle, heavy-duty equipment, £795.
**1956** AUSTIN 7-ton drop-side truck, long-wheelbase Eaton, 2-speed, 825 by 20 tyres, very clean, £845.
**1955** ALBION Chieftain medium-wheelbase tipper, Homalloy body and cab, £775.
**1955** COMMER 3-ton boxvan, Baico extension, extended chassis, £395.
**1955,** September, DENNIS Stork, Diesel 4-cylinder Perkins, 1,650-cu.-ft. all-aluminium body, under 3 tons, £950.
**1955** MORRIS LD1 30-cwt. van, 9,000 miles only, as new, £475.
**1955,** December, STANDARD VANGUARD estate car, with all extras, £495.
**1955,** December, AUSTIN A40 gown van, £425.
**1955,** December, short-wheelbase BEDFORD Diesel A-type tipper, choice of four, steel bodies and wood bodies, each £650.
**1955,** December, 7-ton BEDFORD short-wheelbase tipper, steel body, 825 by 20 tyres, £695.
**1954** BEDFORD Luton van, walk-in tailgate, 1,150-cu.-ft., A-type Diesel, fibre-glass roof, nice machine, £850.
**1954** SEDDON Diesel, P4 engine, roller-shutter sides, very clean, choice of two, £495.
**1954,** December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.
**1954** MORRIS LD1 personnel carrier, 12 seats, 12,000 miles only, £475.
**1954,** Decembtr, AUSTIN gown van, specimen, £425.
**1954,** September, BEDFORD 30-cwt. van, A type, petrol, £395.
**1954** (Late) BEDFORD long-wheelbase tipper, Homalloy body, A type, petrol, original £495.
**1954** BEDFORD boxvans, separate cab, A type, petrol, platform loader, choice of two, each £395.
**1953** ET6 FORD 1,450-cu.-ft. Luton van, platform loader, Perkins P6 Diesel, £575.
**1951** SEDDON articulated, Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.

**USED SPARES ALL VEHICLES.**
PHONE, SWINTON 1855.
HEAD OFFICE:—
**5 MARSDEN COURT, MANCHESTER, 4.**
PHONE, BLACKFRIARS 6037.
After hours: Haigh (near Wigan) 049 or Wigan 3035.
GARAGE OPEN EVERY DAY, INCLUDING SUNDAY (week-end 10-5). 783-189

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**WILDE AND BENNETT, LTD.,**

BRAND-NEW Commer TS3, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special (A) licences, East Midlands, North West, Metropolitan, Yorkshire and South Eastern areas.
BRAND-NEW Bedford and Commer artic. vehicles, with special A licences, North West area. Prices on request.
BRAND-NEW BEDFORD-SCAMMELL tractor and York semi-trailer, Comet engine, with special A licence, North West area. Price on application.
BRAND-NEW BEDFORD Diesel 7-ton long-wheelbase lorry, with special A licence, North West, Northern and Yorkshire areas, £2,650.
**1957** BEDFORD S-type long-wheelbase, fitted Boys third axle, 21-ft. 6-in. platform, 900 by 20 tyres, Perkins R6, been carefully used by owner-driver, as new, with special A licence, 4 tons 10 cwt., East Midlands, Metropolitan and South Eastern areas, £2,495.
**1957** LEYLAND Octopus 8-wheel lorry, 25-ft. drop-side body, mileage 30,000 only, been carefully used and maintained, cost £5,200 12 months ago, as brand-new, our price £3,650 or available with special A licence most areas.
**1958,** June, Kew DODGE 8-9-ton long-wheelbase lorry (latest model), Leyland Comet engine, Eaton 2-speed axle, 1,000 by 20 tyres, cab heaters, many other extras, 19-ft. drop-side body, mileage 12,000 only, been owner-driven and maintained, as brand-new, with special A licence, 4 tons, North West area, only £3,150.
**1947** BEDFORD-SCAMMELL articulated lorry, Perkins P6 engine, very clean, with special A licence North West area, price £1,850 or will split.
**1955** BEDFORD 7-ton long-wheelbase lorry, 900 by 20 tyres, clean and good condition, with special A licence 3 tons, North West, Northern and Yorkshire areas, £1,395.
**1955** A.E.C. Mercury, 10-ton long-wheelbase lorry, 21-ft. platform, very clean condition, only £1,350.
**1956** BEDFORD Diesel 7-ton long-wheelbase lorry, 18-ft. platform, new tyres, very clean, with special A licence, North West and Northern areas, £1,495.
**1950** COMMER QX 7-ton long-wheelbase lorry with special A licence 3 tons 10 cwt., Metropolitan, South Eastern, East Midlands and Eastern areas, from £1,295. Choice of two.
**1954** (Late) LEYLAND Comet 8-10-ton long-wheelbase lorry, drop-side, excellent condition throughout, only £995 or available with special A licence Metropolitan, East Midlands and Eastern areas.
**1956** Model COMMER TS3 7-ton long-wheelbase lorry, very clean, £975 or available with special A licence North West, Metropolitan, South Eastern and Eastern areas.
**1954** AUSTIN F.C. 5-ton long-wheelbase tipper, only £375.
**1941** A.E.C. Monarch 10-ton long-wheelbase lorry, 7.7 engine, to clear, only £175.

TERMS AND EXCHANGES.

**WILDE AND BENNETT, LTD.,**
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 356. 783-188

## Used Goods Vehicles (contd.)

**COMBERHILL WAKEFIELD GARAGES, LTD.,**
INGS ROAD, WAKEFIELD, 6051 (FIVE LINES).
DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

SPECIAL A licence vehicles, East Midlands area.
**1957** ATKINSON T746 tractor, Gardner 6LW, B.T.C. 27½-ft. articulated, choice three, tractor weight 5 tons 14 cwt., expiry date October, 1960.
VEHICLES without special A licences.
NEW ATKINSON L1786XA (Gardner 6LX 150 h.h.p.), 17-ton 8-wheeler chassis-cab, immediate delivery.
NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton 8-wheeler chassis-cab, pre-increase price.
NEW ATKINSON T746 (Gardner 6LW) 4-wheel tractor, double reduction axle, fifth-wheel coupler.
NEW ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel 15-ft. alloy tipper, Milshaw gear.
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 4-wheelers, all wheelbases, in chassis-cab form available.
NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 150-in.-wheelbase 4-wheeler 15-ft. alloy tipper.
NEW MORRIS J2-type 15-cwt. vans, pick-up trucks, Minibus, J8-type 10-cwt. vans, LD-type 1- and 2-ton petrol and Diesel vans available from stock.
**1957** FODEN OG14-9 (Gardner 4LK) 6-7-ton 4-wheel long-wheelbase chassis-cab, 8.25 by 20.
**1956** SEDDON 5L (Perkins P6) 6-7-ton 4-wheel 16-ft. platform, B20 tyres; choice two.
**1955** BEDFORD A-type P6 Diesel 8-ton B.T.C. four-in-line articulator, 18-ft. drop-side body.
**1955** DENNIS Centaur (Diesel) 7-8-ton 4-wheel 19½-ft. drop-sider, 9.00 by 20 tyres.
**1955** ATKINSON M644 (Gardner 4LW) 7-8-ton 4-wheel Milshaw tipper, 15-ft. body.
**1954** A.E.C. Monarch (7.7-litre) 7-8-ton 4-wheeler, 21-ft. platform, 9.00 by 20.
**1954** DODGE Kew (Perkins P6) 6-7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
**1953** E.R.F. Type 5G-4 (Gardner 5LW) 7-8-ton 18½-ft. platform, 9.00 by 20.
**1953** BEDFORD S-type (Perkins R6) 7-ton 4-wheel 16½-ft. platform, exceptional condition.
**1951** SENTINEL U/F Diesel rigid 6-wheeler, 24-ft. platform, 9.00 by 20.
**1951** ALBION HD53L (11-litre Diesel) 9-10-ton 4-wheel 20-ft. platform; choice two.
**1951** -50 ALBION HD57L (9.6 Diesel) 15-ton 8-wheel 25-ft. platform, choice two, 9.00 by 20.
**1951** ATKINSON L1586 (Gardner 6LW) 15-ton 8-wheeler 24-ft. platform, 40 by 8, choice two.
**1949** LEYLAND Octopus (9.8-litre) 15-ton 8-wheeler 24-ft. platform, 9.00 by 20.
YORK TRAILER DISTRIBUTORS.
COMPLETE DETAILED LIST AVAILABLE.
HIRE-PURCHASE FACILITIES.
**COMBERHILL WAKEFIELD GARAGES, LTD.,** 783-208

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**BEECH'S GARAGE (HANLEY), LTD.,**
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler 6LW D/D, 900 by 20 tyres, chassis and cab, bodywork to requirements.
**A.E.C.** 6 by 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned by M.o.S., as new.
**A.E.C.** Matador 4 by 4 fixed-side lorries, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.
**A.E.C.** 6 by 6 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.
**1953** FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.
**1948** BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.
**1954** A.E.C. Mercury, 18-ft. drop-side body, 9.00 by 20 tyres, Duramin bow screen cab, in very good condition.
**A.E.C.** 4 by 4 Matador, petrol engine, 13.50 by 20 tyres, reconditioned by M.o.S., as new.
**1953** SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.
**1956** E.R.F. 44S, 4LW engine, end hydraulic tipper, 900 by 20 tyres, 12-ft. by 7-ft. by 2-ft. alloy body, in excellent condition.
**1956** BEDFORD 5-tonner A-type short-wheelbase end hydraulic tipper, 825 by 20 tyres, P6 engine, in very good condition.
**1950** ATKINSON 4-cylinder end hydraulic tipper, 12-ft. 6-in. by 7-ft. by 2-ft. body, on 36 by 8 tyres, in very good condition.
FODEN 5-cylinder timber tractor, power winch, anchor and crane jib, in excellent condition.
**BEECH'S GARAGE (HANLEY), LTD.,**
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S.-on-T. 25249 and 25240. 783-115

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**SHELDON MOTOR SERVICES,**
2119 COVENTRY ROAD,
SHELDON, BIRMINGHAM, 26.
Phone, Sheldon 4386-7-8.

DODGE R6 2-speed-axle 146 model long-wheelbase truck, now being serviced.
BEDFORD R6 7-ton long-wheelbase trucks, choice of two.
MORRIS 1-ton van, very low mileage, £365.
AUSTIN 1955 1-ton van, excellent condition, £325.
AUSTIN 5-ton long-wheelbase truck, 1949, good tyres, £125.
BEDFORD 30-cwt. van, 1952, ex-bank, £165.
COMMER Q4 1954-5 long-wheelbase truck, £325.
TERMS, exchanges. 783-91

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## Used Goods Vehicles (contd.)

FOR
**USED BEDFORDS**
OR
**NEW BEDFORDS,**
**TOM BYATT, LTD.,**
OFFER THE BEST DEAL
IN THE
**MIDLANDS.**

**1954** BEDFORD 7-ton long-wheelbase (Diesel), drop-side (first registered December, 1953), new engine, guaranteed, £625.
**1954** BEDFORD 10-ton (Diesel) tractor unit, body-work sound, in good mechanical condition, well tyred, £425.
**1954** BEDFORD 10-ton (Diesel) tractor unit, clean vehicle, £350.
**1956** Model BEDFORD forward-control 5-ton long-wheelbase (petrol), 18-ft. 6-in. flat platform body, immaculate, £500.
USED BEDFORDS urgently wanted in part-exchange.
CHOICE of several BEDFORD and other makes of light vans, at reasonable prices.
NEW BEDFORD vehicles (all models) in stock or early delivery.
CONFIDENTIAL HIRE-PURCHASE TERMS.
WANTED URGENTLY, BEDFORD TRUCKS OF EVERY DESCRIPTION IN PART-EXCHANGE.
SEND FOR OUR COMPREHENSIVE LIST OF GOOD USED MACHINES.
BUY YOUR BEDFORD AT BYATTS.
**TOM BYATT, LTD.,**
FENTON, STOKE-ON-TRENT.
TERMS. EXCHANGES.
Phone, Stoke-on-Trent 48581 (six lines).
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**L. A. MITCHELL (MOTORS), LTD.,**
DODGE DISTRIBUTORS.
PERKINS DIESEL SIGNHOLDERS.

NEW MORRIS B.M.C. 7-ton Diesel short-wheelbase chassis and cab, £1,408 11s. 8d.
**1957** 7-ton DODGE Diesel drop-side truck, normal control, Model 246.R6, immaculate condition, £1,250.
**1955,** September, 5-ton DODGE Diesel truck, 825 by 20 tyres, £650.
**1955** A-type 5-ton BEDFORD Diesel short-wheelbase tipper, £675.
**1950** -53 DODGE 5-ton trucks, very clean, choice of three, from £200.
**1950** DODGE 5-ton truck, fitted Diesel engine, very good tyres, £350.
**1953** BEDFORD 5-ton short-wheelbase tipper, £325.
**1957** MORRIS ¾-ton van, taxed, £345.
**1953** TROJAN large-capacity Diesel van, £295.
**1951** DODGE 5-ton Diesel with tilt, £375.
1 BALHAM HIGH ROAD, S.W.12. Phone, Bal 2234. 783-25

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**JESSUPS (STRATFORD), LTD.,**
125-134 HIGH STREET,
STRATFORD, E.15.
Maryland 6699.
BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

**1954** DENNIS Stork Diesel 3-ton van, one owner, £475.
**1956** SEDDON 3-ton Diesel truck and tilt, £550.
**1954** BEDFORD 8-ton Scammell unit, Diesel, with 20-ft. pole trailer, £575.
**1950** BEDFORD 5-ton long-wheelbase tipper, £195.
SELECTION 10-12-cwt. vans, Dormobiles, etc. 783-20

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**SELLERS AND BATTY (SALES), LTD.,**
COMMERCIAL VEHICLE SPECIALISTS.
Phone, Peterborough 4048; Midgate 320.

**E.R.F., FORD, SENTINEL**

NEW E.R.F. heavy-duty 4-wheel tractor unit, fitted Rolls-Royce oil engine, air brakes, double-reduction rear axle, D.B. 10-speed gearbox, exhaust brake equipped for twin-line air trailer brakes, heavy-duty specification throughout, immediate delivery, special price.
**1954** FORD Thames ET7 platform lorry, fitted Perkins P6, general condition very good.
**1957** Thames Trader 160-in.-wheelbase drop-side truck, 6D engine, immaculate condition, one owner since new.
**1954** BEDFORD-SCAMMELL S-type tractor unit, very clean, one owner since new.
**1955** DODGE 106 P6 drop-side truck, recently fitted reconditioned engine, good tyres, clean machine, one owner since new.
**1956** DODGE 106 P6 drop-side truck with extension raves, immaculate vehicle, tyre equipment as new.
**1957** AUSTIN Omnicoach 13-seater, 11,000 miles, as new, one owner only.
**1948** BEDFORD petrol 5-ton drop-side truck, cheap to clear, £60.
**1954** FORD 3-ton 4D, standard drop-side body, good tyres, used on light work only, £325.
**1948** E.R.F. Model C.1-4 platform lorry, fitted Gardner 4LW, tyre equipment very good.

**PART-EXCHANGES**
AND
**H.P. TERMS**
AVAILABLE. 783-135

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## Used Goods Vehicles (contd.)

**OSWALD TILLOTSON, LTD.,**
SUMMIT WORKS,
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Preston 2377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.
LARGE SELECTION OF USED VEHICLES IN STOCK. VISIT OUR USED VEHICLE PARK AT SUMMIT WORKS, BURNLEY.

**1957** A.E.C. Majestic twin steers, flats or tippers.
**1956** GUY 8-wheel tipper, 22-ft. alloy U body.
**1956** LEYLAND Octopus, 24-ft. 6-in. alloy body, 600 engine, choice of three.
**1955** A.E.C. Mercury Mk. I tipper, 12-ft. 6-in. long, 7.75 engine, 5-speed box.
**1954** A.E.C. Mammoth Major 8-wheel tippers, 22-ft. 6-in. bodies, 11.3 and 9.6 engines, choice of two.
**1954** BEDFORD-SCAMMELL tractors, choice of six.
**1953** SEDDON, P6 engine, 16-ft. extension body, choice of two.
**1951** FODEN, Gardner 4LK, 16-ft. body with 18-in. sideboards.
**1951** LEYLAND Comet tractor and trailer, 90 engine, with Dyson 24-ft. semi-trailer.
**1951** DODGE 5-tonner, Perkins P6 engine, 16-ft. 6-in. timber body.
**1951** LEYLAND Octopus tipper, 21-ft. body, 3-ft. drop side, 600 engine, double drive, 5-speed gearbox.
**1949** LEYLAND, Comet 75 engine, 16-ft. 6-in. timber body.
**1949** THORNYCROFT 8-wheel 24-ft. timber body, 6LW Gardner, double drive.
**1948** THORNYCROFT Trusty, 8-wheel, 24-ft. 6-in. body, double drive, Albion oil engine.
**1948** ALBION, 8-wheel 24-ft. 6-in. body, Albion oil engine, double drive.
**1946** FODEN, 8-wheel 24-ft. 6-in. body, 6LW Gardner, booster box.
**1945** FODEN, 8-wheel 24-ft., 6-in. body, 6LW Gardner, single drive.
**1943** ATKINSON 6-wheel, 6LW engine, 22-ft. single body.
CHOICE of Maudslay Moguls, Mustangs and Militants; also E.R.F. twin steers. 783-477

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**COM MOTORS, LTD.**

**1956** BEDFORD 10-12-cwt. van, one owner, immaculate throughout, choice of two from £325.
**1956** FORD Thames 4D 2-ton standard van, small mileage, £450.
**1951** SEDDON 6-ton long-wheelbase truck, Perkins, one C-licence owner, condition including tyres faultless, £395.
**1950** KARRIER Bantam tractor, fitted automatic coupling and two boxvan trailers of 700-cu.-ft. capacity each, complete outfit, little used and immaculate, £400.
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.
FORTESS GROVE, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 783-49

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**FORD AND SLATER, LTD.,**

THE vehicles advertised have been conditioned up to our well-known standard and are covered by our
**USED GOODS VEHICLES WARRANTY.**
SIGNED by a director of the company.

**1955** LEYLAND Comet forward-control short-wheelbase tipper, fitted with a steel 7-cu.-yd. calebrated body.
**1953** DODGE 5-ton P6 flat.
**1954** BEDFORD 7-ton R6 long-wheelbase timber tipper.
**1954** COMMER Q4, P6 long-wheelbase drop-side truck.
**1955,** August, AUSTIN P6 tipper.
**1949** COMMER Q4 5-ton van.
**1953** LEYLAND Comet, long-wheelbase timber flat.
**1957,** February, AUSTIN 3-ton B.M.C. Diesel engine, timber platform.
**1952** BEDFORD 3-ton 500-cu.-ft. van, petrol.
**1951** MORRIS 5-ton tipping lorry, 10-ft. timber drop-side body.
**1942** LEYLAND Beaver, 18-ft. timber flat, an excellently kept vehicle.
**1940** LEYLAND Lynx, alloy platform body.
IF the vehicle you require is not amongst the above, please contact us as stocks are constantly changing.
**FORD AND SLATER, LTD.,**
GWENDOLEN ROAD, LEICESTER.
Phone 36117-9. 783-136

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**PRAILLS (HEREFORD), LTD.,**
COMMERCIAL VEHICLE SPECIALISTS.
ATKINSON. DODGE. FORD. AUSTIN.

**1956,** November, SEDDON short-wheelbase tipper, wood body.
**1955** DODGE 7-ton Diesel, 19-ft. alloy platform, 2-speed axle, D20 tyres.
**1955** DODGE 6-ton P6, 2-speed axle, 16-ft. body.
**1954** AUSTIN 5-ton Loadstar, P6, 14-ft. body.
**1949** MAUDSLAY Mustang twin-steer, 20-ft. flat
**PRAILLS (HEREFORD), LTD.,**
HOLMER ROAD, HEREFORD.
Phone, Hereford 4221. 783-167

## Used Goods Vehicles (contd.)

**FERRARIS OF CRICKLEWOOD, LTD.,**
200-220 CRICKLEWOOD BROADWAY,
N.W.2.

AUSTIN.

1955 AUSTIN A30 van with raised roof.
1949 AUSTIN A40 van; choice of three.

BEDFORD.

1956 BEDFORD 10-12-cwt. van.

DODGE.

1954 DODGE 5-ton P6 long-wheelbase truck.
1952 DODGE 103A P6 10-ton articulator complete with platform trailer.

FORDSON.

1957 FORDSON 5-cwt. van, choice of several others.
1956 FORDSON 7-cwt. van.
1954 FORDSON 10-cwt gown van, choice of several other vans.

MORRIS.

1957 15-cwt. J2 van.

VOLKSWAGEN.

1956 VOLKSWAGEN van in blue. 783-378

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**LES GLEAVE, LTD.,**
FOURWAYS GARAGE,
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226.
Before 9.30 a.m., after 6 p.m., Chester 21455.

1945 8-wheel SCAMMELL, 6LW engine, 24-ft. alloy body.
1957 6-wheel B.M.C., Boys extension, as new.
1950 6-wheel ALBION, double-drive, very sound.
1952 4-wheel FODEN, 4LW engine, 18-ft. 6-in. flat body.
1948 4-wheel ATKINSON, 5LW engine, double-drop-side, nice condition.
1954 4-wheel BEDFORD 5-ton, P6 engine, cattle-container body.
1955 4-wheel BEDFORD petrol 7-ton truck.

TIPPERS.

1955 7-ton COMMER TS3 alloy-body tipper.
1951 6-wheel ATKINSON coal-body tipper.
1952 4-wheel ATKINSON coal-body tipper.

NEW vehicles.

COMMER 4- and 6-wheel vehicles for early delivery.
8-WHEEL FODEN for early delivery.

**LES GLEAVE, LTD.,**
FOURWAYS GARAGE,
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226.
Before 9.30 a.m., after 6 p.m., Chester 21455.
783-475

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1957 FORD 4D 5-ton.
1956 145 AR6 DODGE coal tipper.
1953 MORRIS 5-ton Diesel.
1954 BEDFORD tractor unit.
NEW THORNYCROFT Swiftshorne chassis-cab.
NEW E.R.F. 68(G) chassis-cab.
1951 FORD Thames tipper, P6.

**PARRS (LEICESTER), LTD.,**
ABBEY LANE, LEICESTER.
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BIRMINGHAM COMMERCIAL OFFER:—

1955 BEDFORD 7-ton short-wheelbase tipper, P6.
1955 BEDFORD 7-ton long-wheelbas tipper, 300 c.c. Diesel.
1950 COMMER QX Luton van, 1,800 c.c.
1954 DENNIS Stork Luton van, 900 c.c.
1951 FODEN 8-wheeler S/A.
1953 FODEN artic. 25-ft. trailer S/A.
1953 FODEN 10-ton truck S/A.
1948 FODEN 6-wheel tipper, 5LW.
1956 (Registered) LEYLAND 6-wheel tipper, 20-ton low-loading trailer S/A.

TERMS AND EXCHANGES.

**560 COVENTRY ROAD,**
BIRMINGHAM, 10.
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## Used Goods Vehicles (contd.)

1954 FORD 5-ton, P6 engine, 15-ft. body.
1955 BEDFORD A type with Baico extension, P6 engine, 18-ft. body.
1955 GUY Wolf, P4 engine, forward control, 15-ft. truck body.
1940 ALBION K127, Gardner 4LK, 15-ft. 6-in. truck body.
1944 ATKINSON 8-wheel double-drive chassis and cab only, A.E.C. 7.7 engine, O65 gearbox.
1955 GUY Otter, 4LK engine, 2-speed rear axle, 17-ft. platform, special A licence, recently overhauled.
1953 GUY Otter, P6 engine, 15-ft. platform body.
1952 FORD Sussex, P6 engine, 20-ft. platform body.
1956 A.E.C. Twin Steer, 9.6 engine, 21-ft. platform body, air brakes, 5-speed box.
1955 FORD 4D, Diesel engine, 15-ft. 3-in. platform body.
1953 ALBION 8-wheel tipper, 6-cylinder Diesel engine, aluminium tipping body 22 ft. 6 in.
BUTTERFIELD tank on Dyson trailer, three compartments, 2,950-cu.-ft. capacity, plastic-lined.
ALL-METAL tipping body, underfloor twin-ram tipping gear, 19 ft. 8 in. by 8 ft. by 2 ft. 4 in.
1950 TROJAN van, P3 engine, 250-cu.-ft. capacity.
1954 FODEN FE long-wheelbase flat, 4-cylinder Diesel engine, immaculate condition.
BEDFORD A-type tipper, Perkins P6, 12 ft. 6 in. by 7 ft. 3 in., 1954.

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**COVENTRY AND JEFFS, LTD.,**
COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON 1955 8-wheeler, long wheelbase, Model L.1586A, 11.3 A.E.C. engine, air brakes, excellent condition throughout, painted to customer's instructions, three months' guarantee, £3,300.
DODGE 1956 tipper, 103.AP6, good tyres all round, one owner, £875.
DODGE 1954 Model 146AR6, long wheelbase, Diesel, good condition, one owner, £675.
DODGE 1952 103.P6 tipper, new engine, good condition, £550.
DODGE 1950 P6 long-wheelbase drop-side truck, tyres fair, £300.
SEDDON 1955 Mk. 5L, long wheelbase, drop side, £850.
SEDDON 1954 Mk. 5L tipper, good condition, £700.
BEDFORD 1955 Diesel tipper, very good condition, £625.
FORD Thames Diesel truck, 1955, one owner, first-class condition, £495.
FORD, 1953, P6, cattle-truck body, tyres fair, £500.
GUY Otter Diesel, long wheelbase, drop side, 1953, first-class condition, £625.

ATKINSON. DODGE. SEDDON. FORD.
**STAFFORD STREET,**
BRISTOL, 3.
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**BROWNHILLS MOTOR SALES.**
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ALL MODELS LEYLAND, ALBION, SCAMMELL.
7 TO 10 DAYS DELIVERY.
24-HOUR HEAVY-DUTY BREAKDOWN RECOVERY SERVICE.

1938 ALBION drop-side, P6 engine, 8-tonner.
1948 SEDDON articulator, P6 engine, 12-tonner.
1950 SEDDON drop-side, P6 engine, 8-tonner.
1950 COMMER petrol chassis and cab.
1953 GUY chassis, 4L engine, fitted new cattle box.
1947 MAUDSLAY drop-side 10-tonner.
1957 STANDARD 6-cwt. pick-up.
1956 LEYLAND Comet coal tipper.
1958 BEDFORD 3-horse box.
1939 BEDFORD 3-horse box.
1951 A.E.C. 8-wheeler coal tipper, 9.6 engine.
1948 LEYLAND Octopus.

**BROWNHILLS MOTOR SALES.**
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TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies.
ONE FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.
ONE 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.
1948-50 4-wheel MAUDSLAYS 20-ft. platforms, choice of seven.
SEVERAL 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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FEATURE BUILDINGS,
MELTON ROAD,
THURMASTON, NEAR LEICESTER.
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## Used Goods Vehicles (contd.)

**SPURLING MOTOR BODIES, LTD.,**
"THE NAME BEHIND THE SALE."
FOR "QUALITY TESTED SECURITY."

1954 BEDFORD 10-ton Diesel tractor unit with 23-ft. trailer.
1954 BEDFORD 8-ton Diesel tractor unit with twin 20-ft. trailers.
1955 BEDFORD 5-ton long-wheelbase truck.
1956 BEDFORD 7-ton long-wheelbase Diesel truck.
1951 THORNYCROFT Sturdy Star Diesel truck, ex.eptional.
1956 BEDFORD 10-12-cwt. van.
1956 BEDFORD Workabus.
1951 BEDFORD 3-ton box van.
1954 BEDFORD 10-12-cwt. van.
1955 BEDFORD 30-cwt. all-metal van.
1946 BEDFORD 3-ton truck, overhauled, reconditioned engine.
OTHER makes and types available.
PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO
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**USED GOODS VEHICLES.**

TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS. 20-FT. LONG, EXCELLENT CONDITION.

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BARNSLEY ROAD, SOUTH ELMSALL,
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**USED VEHICLES.**

ATKINSON 4-wheeler, July, 1955, 4LK engine, 2-speed axle, 16-ft. 6-in. alloy platform, owner driven from new.
ALBION Clydesdale, December, 1954, 19-ft. 6-in. platform, very clean.
ALBION Reiver 6-wheeler, December, 1955, Leyland Comet engine, 22-ft. 6-in. platform body, one owner.
ALBION 6-wheeler model Cx 5, March, 1950, double-drive bogie, 24-ft. platform.
A.E.C. Mammoth Major 8-wheeler, 1955, 9.6 engine double drive, air brakes, 24-ft. platform body.
BEDFORD A-type long-wheelbase tipper, Mulshaw gear, P6 engine, April, 1956.
BEDFORD 5-ton long-wheelbase 1949.
E.R.F. December 1945 fitted 7.7 engine and 18-ft. platform body.
LEYLAND 6-wheeler 1948 double drive platform body

PART-EXCHANGES.
HIRE-PURCHASE AND HIRING AGREEMENTS.

**CENTRAL GARAGE,**
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**HALE MOTORS (TOTTENHAM), LTD.,**
THE HALE, N.17.
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VANS.

1956 BEDFORD 10-12-cwt. CAV van; choice of two, both unlettered.
1953 COMMER 2-ton boxvan, large capacity, integral cab; also 1951 similar; both with side loading doors.
1953 FORD 10-cwt. gown van, good order and appearance.
1957 FORD 7-cwt. van, plain green, extra seat, winkers, etc.
1956 MORRIS 1-ton van, low mileage.
1955 BEDFORD Dormobile, with high top conversion, blue, excellent condition.
1957 FORD 10-12-cwt. van, duo-tone, as new throughout.

TRUCKS.

1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

NEW vehicles.

AUSTIN, Ford, Rootes Group.
COMPREHENSIVE stocks always held.

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### CHANDLERS MOTORS, LTD.

TRUCKS and units.

**1955** DODGE 106 P6 platform, 36 by 8 tyres, £415.

**1955** BEDFORD A-type Scammell petrol unit, C-licence operator, £400.
**1953** BEDFORD A-type truck, in first-class order, £520.
**1951** BEDFORD Diesel 5-ton drop-side truck, £225.

TIPPERS.

**1953** BEDFORD A-type 5-ton short-wheelbase tipper, Anthony hoist, steel body, choice of two, £380.
**1955** BEDFORD A-type 5-ton short-wheelbase tipper, 5-yd. body, in excellent condition, £460.
**1950** AUSTIN Loadstar long-wheelbase tipper, £195.

LUTON vans and pantechnicons.

**1954** AUSTIN 3-way van, C-licensed operator, first-class condition, £165.
**1954** AUSTIN 3-ton with meat body and hanging rail, excellent condition, £395.
**1954** BEDFORD 5-ton boxvan, 1,000 cu. ft., £300.
**1953** AUSTIN 5-ton pantechnicon, 1,100 cu. ft., with drop well, Plymax body, excellent condition.
**1951** October, FORDS, 1,300-cu.-ft. pantechnicons, drop wells, petrol, in first-class condition, choice of two, £265.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.** 783-332

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**1955** December, BEDFORD 7-ton long-wheelbase Diesel, fitted with Perkins Mark 2 R6 engine.
**1954** BEDFORD 7-ton Diesel, long-wheelbase flat platform, fitted with Mark 2 Perkins R6 engine.
**1951** MORRIS long-wheelbase Diesel platform lorry.
**1949** BEDFORD 30-cwt. van.
**1948** E.R.F. long-wheelbase tipper, fitted with Gardner 4LW engine.
**1947** SEDDON long-wheelbase lorry (choice of two).

### ORMSKIRK MOTORS, LTD.,

MAIN VAUXHALL AND BEDFORD DEALERS,
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2.
After 8, Anfield 6001. 783-209

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### APPLEYARD OF LEEDS, LTD.,

OFFER THE FOLLOWING VEHICLES FOR SALE.

**1955** ALBION Chieftain (export model), platform body, painted to customer's choice, £950.
**1955** ALBION Claymore, 16-ft. 6-in. drop-side body with Burtonwood tail lift, painted to client's requirements, £875.
**1955,** December, MORRIS B.M.C. 7-ton 16-ft. 6-in. drop-side truck, power steering, Eaton 2-speed axle, ex-C-licence operator, £850.
**1955,** September, MORRIS B.M.C. 7-ton 17-ft. platform body, high headboard, power steering, Eaton 2-speed axle, £925.
THESE vehicles are in excellent mechanical condition and are sold with a guarantee.

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H. TAYLOR AND CO., LTD.:—

**1957** COMMER E.D.V. 10-cwt., cream-green, overriders, one owner, £375.
**1956** AUSTIN A40 pick-up, green, heater, £325.
**1955** MORRIS MINOR ½-ton van, grey, extra passenger seat, good tyres, one owner, wing mirrors, not sign-written, bodywork good, £295.
**1954** COMMER E.D.V., blue, passenger seat, heater, windscreen washer, wing mirrors, sun vizors, demisters, £285.
**1-2** THE CRESCENT, Surbiton. Elmbridge 0081. 783-195

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### W. HAROLD PERRY, LTD.,

STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

**1957,** July, COMMER TS3 7-cu.-yd. tipper, £1,450.
**1957** B.M.C. AUSTIN 7-cu.-yd. Diesel tipper, reinforced floor, power steering, Eaton 2-speed axle, £1,495.
**1954** AUSTIN 5-ton long-wheelbase truck, petrol, £295.
**1952** Thames 5-ton ET7 boxvan, £365.
**1956** Thames P6, articulated boxvan body, £1,050.
EX-DEMONSTRATOR 1957 Thames Trader, 5-ton, 152-in. wheelbase 4-cylinder Diesel engine truck, cab painted red, £1,050.
EX-DEMONSTRATOR 1957 Thames Trader, 5-ton, 152-in. wheelbase, 6-cylinder Diesel-engined truck, cab painted black, £1,150.

**HARROW 1031.**

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5.30 P.M. SATURDAYS. 783-265



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### MAYFAIR GARAGE (TAMWORTH), LTD.,

COLESHILL ROAD, FAZELEY,
TAMWORTH, STAFFS.
Phone, Tamworth 1396-7.

THE COMMERCIAL VEHICLE SPECIALISTS.
OFFER THE FOLLOWING CAREFULLY SELECTED

USED VEHICLES.

AUSTIN long-wheelbase 5-ton twin ram end tipper, fitted Perkins P6 engine, good tyres and general condition, 14-ft. drop-side body.
MAUDSLAY twin steer, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.
SENTINEL, 1954, light 6-wheeler, with 21-ft. drop-sided body, Servo brakes, 4 cylinder D.I. engine in excellent condition, tyres very good.
SENTINEL light 6-wheel twin ram end tipper, registered 1954, fitted 4-cylinder D.I. engine, wooden body 19 ft. long with 4-ft. high fixed sides, in excellent condition.

PART EXCHANGES. HIRE PURCHASE.
INSURANCE. 783-193

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### SOUTHERN COUNTIES GARAGES, LTD.,

HIGH STREET, CRAWLEY, SUSSEX.
Phone 25666.

AUSTIN AND FORD COMMERCIALS.

NEW AUSTIN ½-ton van and pick-up.
NEW FORD 5-ton Thames Trader drop-side truck in stock.
OFFER the following vehicles, mostly carrying three months' written guarantee:—
**1957** AUSTIN 152 van, low mileage, £495.
**1949** AUSTIN 3-way loader, £95.
**1950** BEDFORD 5-ton cattle truck (container type), £295.
**1955** FORD 10-cwt. van with windows, £275.
**1955** FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.
**1956** FORD 10-cwt. van, one owner-driver, £295.
**1957** FORD 10-cwt. van, £315.
**1956** AUSTIN A40 van, heater, £345.
**1955** AUSTIN 1-ton van, reconditioned, one owner, £450. 783-344

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### SPURLING CITY DEPOT OFFER:—

**1958** BEDFORD 15-cwt. furniture van, very small mileage.
**1954** Thames, 4-cylinder petrol, 2-ton van, roller shutter at rear.
**1954** COMMER 5-ton 16-ft. truck, petrol engine.
**1950** BEDFORD 5-ton short-wheelbase tipper.
**1953** Model MORRIS Cowley gown van, small mileage

HIRE-PURCHASE. PART-EXCHANGES.

**176-9 SHOREDITCH HIGH STREET,**

LONDON, E.1.
Phone, Shoreditch 8433. 783-341

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### MAYDAY MOTORS, LTD.,

DODGE DISTRIBUTORS.

NEW DODGE long-wheelbase forward-control 7-ton truck, 19-ft. 6-in. body length.
**1951** BEDFORD 5-ton tipper, good condition, £160.
**1957** Thames Trader 4D 5-ton truck, 152-in.-long-wheelbase, 15-ft. 6-in. drop-side body, in first-class condition, at £960.
**1952** 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.
**1954** BEDFORD Dormobile, in good condition, choice of two, £295.
**1955** BEDFORD Dormobile, £345.
**1955** 7-ton BEDFORD tippers from £450.
**1956** COMMER Cob Utility, in first-class condition, £430.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3478. 783-352

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### W. HAROLD PERRY, LTD.,

MAIN FORD DEALERS,
FINCHLEY.
OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

**1957** Thames 5-cwt. van, resprayed, £345.
**1956** Thames 5-cwt. vans, choice of four, £325.
**1956** Thames 10-cwt. van, reconditioned engine, £290.
**1955** Thames 5-cwt. van, with side windows, immaculate, £395.
**1956** AUSTIN A30 vans, choice of two, £325.
**1956** AUSTIN A40 van, £355.
**1957** COMMER Cob van, 6,000 miles, as new, £395.
**1950** AUSTIN 5-ton long-wheelbase truck, good tyres, £185.

INVICTA WORKS, North Finchley, N.12.

**HILLSIDE 8888.** 783-305

## Used Goods Vehicles (contd.)

### PERCY D. SLEEMAN, LTD.,

LONDON COMMER DEALERS.

NEW COMMER, Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.
NEW COMMER tractor, Scammell coupling, air brakes, Rootes Diesel.
NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, with or without special A licence.
NEW COMMER 1½-ton forward-control light Diesel super-capacity van.
NEW COMMER Express delivery van.
**1956** VANGUARD 15-cwt. van, excellent condition.
**1943** E.R.F. articulated unit, 5LW Gardner, 24-ft. 6-in. platform, Dyson Camden axle trailer, 40 by 8 tyres, Metropolitan A licence 8 tons 11 cwt.
**1949** FODEN 5-ton 5LW Gardner, platform, Met. Area licence.
**1939** FODEN Steer with Met. licence 5 tons 17 cwt.
**1953** E.R.F. 4-wheeler, 5 tons 6 cwt.

**38 UXBRIDGE ROAD,**

EALING, W.5.
Phone, Ealing 7987; Uxbridge 5022.
After hours, Western 1321. 783-329

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**1958** 15-cwt. Thames builder's truck, customer exchanging to larger FORD truck, new price £620, a bargain, £495.
**1953** FORD 3-ton truck, converted to Diesel, 16,000 miles ago, recellulosed, £375.
**1950** DODGE 5-ton long-wheelbase petrol truck, excellent condition, £165.
**1951** DODGE long-wheelbase Diesel truck, fitted Eaton 2-speed axle, £395.
**1948** BEDFORD 6-cwt. van, good order, £125.
**1954** FORD 5-cwt. van, factory reconditioned engine fitted, £180.

### GILBERT RICE, LTD.,

HORSHAM, SUSSEX.
Phone 4331. 783-354

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MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford. Phone 31726. New and used vehicles. ZZZ-726

PRIDEAUX' (BARNSTAPLE), LTD., offer a wide selection of used Diesel and petrol-engined trucks, vans and pick-ups, mostly reconditioned and guaranteed. PRIDEAUX', The Austin People. Phone, Barnstaple 3038; evenings 3836. 786-6742

**1957** AUSTIN A55 ½-ton van, one owner, undersealed, heater, passenger seat, £465.
**1956** AUSTIN 5-ton long-wheelbase drop-side truck, petrol, body reconditioned, ready for immediate use, good condition, £550.
**1956** Normal-control AUSTIN 5-ton long-wheelbase drop-side truck in primer, body reconditioned, ready for immediate use, first-class condition, £550.
MORRIS 1-ton van, petrol engine, 1955, £300.
**1954** AUSTIN, Diesel engine, 2-3-ton long-wheelbase drop-side truck, sides and tailboard sheeted aluminium, would make excellent tipper converted, excellent condition, £445. Wray Park Garages, Ltd. Phone, Reigate 2263. 783-313

SCAMMELL trailers articulated 21-ft. low-loader 15 ft. in well, 8.25 by 10 twin, £100; 10-tonner, 6-wheel, oscillating axle; offers 7 6-tonners, £20 each. Butlin Keyes Meadow, Adderbury, Banbury. 784-x2391

PETROL-ENGINED BEDFORD-SCAMMELL articulated unit, pantechnicon semi-trailer, whole outfit in good condition, £375.
EARLY model LEYLAND 8-wheeler, 102 engine, new cab, thoroughly overhauled, good runner. Offers.
COPPICE GARAGE, LTD., Watling St., Dordon, Tamworth. Polesworth 333 and 427. 783-465

**1951** FORD Trader 5-tonner, P6 Diesel, £250.
NUMEROUS 5-ton tippers available.
25 Used vans in stock from 8 to 20 cwt.
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 783-473

**£375.** 1951 COMMER articulated, new P6 engine, 18-ft. Scammell trailer, tyres as new, one C-licence owner.
**£375.** 1951 COMMER articulated, new P6 engine, 20-ft. Scammell trailer, tyres as new, one C-licence owner.
**£365.** 1953 COMMER 7-ton short-wheelbase tipper, steel body, all as new tyres, one C-licence owner.
**£185.** 1948 SEDDON 6-7-ton long-wheelbase platform lorry, as new.
KIRKHAMS COMMERCIAL MOTORS, 82 Hilton St., Nr. Broughton, Salford, 7. Phone, Broughton 2316 and 2436. 783-447

**1956** GUY P6 long-wheelbase 18-ft. dropside body, Eaton axle; 1956 Bedford long-wheelbase P6 tipper; 1955 Guy P6 long-wheelbase flat platform; 1950 Bedford long-wheelbase tipper, P6, above in excellent condition. Hector Barwick, Grantock, Gilsland, Carlisle. Phone, Gilsland 256. 783-x2378

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### R. A. JORDAN, LTD.,

MAIN DENNIS DISTRIBUTORS
(NO CONNECTION WITH ANY OTHER FIRM),
FOR GOOD USED VEHICLES.

**1949** DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.
**1949** DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.
**1954** DENNIS Centaur 8-ton 18-ft. drop-side 5-speed Eaton axle, one owner.

**IVEL WORKS,**

BIGGLESWADE.
Phone 2265. 783-319

## Used Goods Vehicles (contd.)

### G. H. DUNNING,
BALLARDS YARD,
HIGH STREET, EDGWARE.
Edgware 2572.
OPEN WEEKENDS.

**1951** FORD P6 5-ton long-wheelbase, £265.
**1952** FORD P6 Sussex, 18-ft. 6-in. platform, £275.
**1954** DODGE P4 2-ton drop-side truck, excellent condition, £355.
**1951** FORD 4D 4-ton long-wheelbase truck, £375.
**1950** FORD P6 5-yd. drop-side tipper, £275.
**12**-TON Aveling Parker Diesel road roller, seen working with Scarifier, £485.
VARIOUS other second-hand vehicles too numerous to mention. Please inquire. 783-299

### HENDY FOR FORD.
EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

**1957** Thames Trader 5-ton 6D long-wheelbase truck, £1,150.
**1955,** November, Thames 4D 4-cu.-yd. tipper, alloy body, £475.
**1954** AUSTIN P6 5-ton long-wheelbase tipper, £550.
**1954** Thames 2-ton Cost Cutter petrol van, £350.
**1952** DODGE 5-ton P6 long-wheelbase truck, £390.
**1957** MORRIS Minicoach, £460.
**1957** Thames 5-cwt. vans from £300.

### PERCY HENDY, LTD.,
VINCENTS WALK, SOUTHAMPTON.
Phone, Southampton 28331.
ALSO AT CHANDLERS FORD. PHONE 2271. 783-363

VIGO MOTORS.

**1952** 5-ton BEDFORD truck, £245.
**1949** 5-ton long-wheelbase BEDFORD boxvan, £200.
**1955** 10-cwt. van, Hanson body, £295.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 783-311

**1954** COMMER 7-cu.-yd. drop-side tipper, petrol, in very good condition.
**1951,** December, SEDDON 7-cu.-yd. drop-side tipper, Diesel.
**1944** E.R.F. 7-ton long-wheelbase flat bed truck with A.E.C. Diesel.
F. ENGLISH, LTD., Poole Rd., Bournemouth. Phone 5850. 783-8

**1955** FORD 4D, long wheelbase, £425.
**1948** SEDDON flat with Perkins P6, £130.
**1948** COMMER flat with Perkins P6, £110.
**1950** FORD short-wheelbase tipper, £60.
ALBION Twin Steer, 5-cylinder Gardner engine, £120.
**1948** DODGE tipper with Perkins P6, £120.
**1944** E.R.F. tipper, 5-cylinder Gardner engine, David Brown 5-speed gearbox, £175.
WILL sell complete or break up.

CASH, exchange or hire terms.
P. V. DOBSON, Ivy House Works, Levens, near Kendal. Phone, Sedgwick 238. 784-6761

BEDFORD 105 S-type petrol artic. with 10-ton Tasker 23-ft. semi-trailer (both new 1955), 16,000 miles, used locally only, genuine and perfect, £525.
DODGE Scammell, 1955, 10-ton, P6 engine, Eaton axle, with 24-ft. Scammell semi-trailer, perfect, £825.
FORD 5-ton, P6, long-wheelbase flat, 1950, good, £185.
FODEN, 1953, 8-wheel tipper, new two-stroke Mk. 11 engine and box, just fitted at Fodens, brakes and general overhaul carried out costing £1,250, nearly new tyres, £2,850, excellent.
FODEN 8-wheel 24-ft. flat, 6LW, 1939, but completely rebuilt including new cab 1955, really good vehicle, £450.
MAUDSLAY 1948 4-wheel 13-ft. tipper, 4LW engine, good order, £350.
ATKINSON 6-wheel tipper, 7.7 engine, 18-ft. steel body, good, £950.
ALL these vehicles are working locally and can be seen any time.
W. H. SHORT, LTD., Newthorpe, Notts. Kimberley 2391. 783-142

### WELCH'S GARAGE (STAPLEFORD), LTD.,
BEDFORD-LAND ROVER DEALERS,
FOR IMMEDIATE DELIVERY:—

NEW BEDFORD 7-ton long-wheelbase 300 Diesel.
NEW BEDFORD 10-ton 300 Diesel, Scammell coupling, 10-ply tyres.
NEW BEDFORD C.A. van, heavy duty.
NEW BEDFORD C.A. Martin Walter Utilabrake, colour to choice.
**1955** C.A. van, very clean, one owner, painted to choice.
**1950** BEDFORD 30-cwt. truck.
**1949** VULCAN, P6, very sound, Luton van, separate cab, fitted Moss rear axle.
**1947** FODEN 8-wheeler, 6LW, runs well, ready for immediate use.
PART-EXCHANGES AND HIRE-PURCHASE.

LONDON ROAD,
STAPLEFORD, CAMBS.
Phone, Shelford 3017-8-9. 783-359

## Used Goods Vehicles (contd.)

### ROSS GARAGES (SALES), LTD.,
PENARTH ROAD, CARDIFF.
Phone, Cardiff 24671.
ATKINSON AND SEDDON MAIN DISTRIBUTORS
ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.
ATKINSON 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.
COMMER 7-ton Rootes Diesel, air brakes, 13-ft. 6-in wheelbase.

USED VEHICLES.

**1953** ATKINSON 6LW 8-wheeler, platform body.
**1953** One-axle 8-wheeler, 6LW, flat top, double drive, in good condition.
**1952** FODEN, 4LK engine, 4-wheeler, platform body.
**1952** BEDFORD 5-ton platform body.
**E.R.F.** 1955 8-wheeler, 6LW engine, platform. 783-415

### UNITED GARAGES (LEEDS), LTD.,
247 ELLAND ROAD,
LEEDS, 11.
Phone 77281.

**1957** ALBION Clydesdale, Homalloy fibre-glass cab, Pilot V3 tipper.
**1954** LEYLAND Comet ECO2-1R, Pilot V3 tipper, medium wheelbase.
**1949** LEYLAND Comet, Pilot V3 tipper, medium wheelbase.
ALL the above have drop-sided alloy bodies and are in very good condition throughout.
**1956** FORD Thames 3-ton, 4D engine, standard drop-side body, good condition. 783-419

### FRANK G. GATES, LTD.,
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

**1949** COMMER 7-ton, underfloor engine (petrol), float, £100.
**1949** BEDFORD-SCAMMELL tractor, £135.
**1952** COMMER 30-cwt. van, £85.
**1948** MORRIS 2-ton van, £60. 783-383

**1956** ALBION Reiver with 22-ft. flat-platform body and canopy over cab, one owner, well tyred.
**1956** ALBION Chieftain with 17-ft. 6-in. flat-platform body and canopy over cab.
**1955** ALBION FT37 EL tipper, very low mileage. Choice of two 1951 Chieftains with 16-ft. flat-platform bodies, good condition.
**1956** DODGE 106P6, 17-ft. 6-in. flat-platform body with canopy, in excellent condition.
**1954** 8-wheel E.R.F. with Gardner 6LW engine.
THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Brighouse, Yorks. Phone 1677-8-9. 783-33

**1955** BEDFORD 7-ton 17-ft. 6-in. platform, R6 engine, good tyres, £650.
**1952** BEDFORD O-type fitted Perkins P6 engine, offers wanted.
**1955** DODGE 106 P6 16-ft. drop-side truck, very good tyres, general condition good, £675. J. Urquhart and Son, Ltd., Butts Rd., Alton, Hants. Phone 2838. 783-75

**1946** ATKINSON 8-wheeler, 6LW.
**1948** ATKINSON 6-wheeler, 6LW.
**1949** MORRIS 5-ton long-wheelbase drop-side truck, excellent condition, £100.
**1946** FODEN 8-wheeler, 6LW.
**1947** E.R.F. 8-wheeler, 6LW.
**1950** BEDFORD 5-ton Luton, separate cab, £135.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 783-139

CONSULT Ormskirk Motors, Ltd., for new and used vehicles. See last week's copy for particulars. Phone, Ormskirk 2551. 783-632

### E. J. BAKER AND CO. (DORKING), LTD.,
42 BIRCHETT ROAD, ALDERSHOT.
Phone 776-7-8.

BEDFORD 1954 5-ton long-wheelbase truck, low mileage, fitted flashers and heater, first-class condition, ex-C licence, £600.
FORDSON 1951 5-ton long-wheelbase truck, £150.
DODGE 1946 5-ton short-wheelbase steel body, drop-side and underfloor gear, £120.
BEDFORD 1945 long-wheelbase drop-side truck, £50.
FORDSON 1949 10-cwt. van, good runner and clean, £75. 783-384

### SIMPSONS MOTORS (WEMBLEY), LTD.,
345 HIGH RD.,
WEMBLEY.
Phone, Wembley 3903, 8691, 4422.

**1950** COMMER horsebox.
**1954** FORD Thames Utility type, windows and seat.
**1954** FORD gown van.
**1949** FORD 10-cwt. van; choice of three.
**1948**-1951 GUY Vixen and Wolf pantechnicons.
MORRIS 2-ton furniture van.
COMMER 2-ton furniture van, choice of two. 783-403

## Used Goods Vehicles (contd.)

### E. RAYMENT, LTD.,
DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.
DODGE 1954 7-ton (Diesel) truck, repainted, in good condition, £675.
DODGE 5-ton (petrol) truck, £165.
DODGE 1955 7-ton (Diesel) 6-cu.-yd. steel-bodied Anthony tipper, first-class condition.
BEDFORD 1949 (petrol) O-model Scammell tractor.
BEDFORD 1952 (petrol) S-model Scammell tractor.
NEW DODGE fully forward- and normal-control vehicles for early delivery.
NEW Perkins engines and exchange units from stock.
**334**-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 783-466

### P.L.P. MOTORS, LTD.,
SHOWROOMS AND SALES CONTROL,
44-48 WINWICK ROAD,
WARRINGTON 34636.

**1957** STANDARD Companion estate car, excellent condition throughout, £575.
**1957** 10-12-cwt. van, very clean condition, colour black, extra seats, £400.
**1955** AUSTIN A40 Countryman, radio, heater, £425.
**1953** FORDSON van with side windows, good condition, £180.
**1943** AUSTIN 5-ton short-wheelbase tipper, £65.
SEE the full range of new BEDFORDS in our showroom. 783-476

**1951** ALBION CX model tipper with steel body.
**1953** BEDFORD 7-ton petrol long-wheelbase tipper.
**1949** BEDFORD 30-cwt. petrol truck.
**1952** FODEN 8-wheel platform with 2-stroke engine.
**1948** A.E.C. 8-wheel platform with 7 tons 9 cwt. special A licence.
**1956** DODGE 7-ton Diesel tipper with Eaton 2-speed rear axle, model 144 AR6.
**1949** MAUDSLAY Mogel Mk. II platform with A.E.C. 7.7 engine.
**H.P.** And insurance facilities available.
WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 783-77

**1955** FORD Thames 5-cwt. vans, in very good order, one owner, choice of three, £250 each.
**1951** FODEN 8-wheelers, FG6 models, 6LW engine, 5-speed box double drive, 25-ft. platform and drop-sided bodies, in excellent running order, choice of four.
**1948** FODEN 4-wheeler with 19-ft. drop-sided body, 4LW engine, clean and in very good order, any trial, £325.
**1948** FODEN 8-wheeler, 24-ft. platform body, 6LW engine, 5-speed box, double drive, in very sound and clean condition, £650. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-165

**1949** FODEN 8-wheeler, 6LW.
**1954** 5-ton AUSTIN, petrol.
**1954** 7-ton GUY, Perkins P6.
**1950** COMMER cattle truck, petrol, one owner.
**1954** COMMER Superpoise Diesel 4-5-tonner.
**1956** BEDFORD flats, 7-ton Diesel.
**1953** ALBION Chieftain 7-ton.
SAYERS GARAGE, Brough, Westmorland. Brough 203. 783-191

**£695.** 1957 model AUSTIN B.M.C. 10-ton Scammell tractor, Eaton 2-speed axle, clean.
**£450.** 1952 DODGE Diesel, 2-speed axle, Scammell tractor complete with trailer.
**£100.** 1952 Big BEDFORD 10-ton Scammell tractor, good runner, cab shabby.
**£100.** Perkins P6 engine, with Dodge or Ford, or Bedford fittings.
**£75.** Dyson draw-bar 16-ft. box-body trailer, roll bearing circle.
**£175.** Dyson 12-ton 22-ft. articulated trailer.
**£60.** 17-ft. 6-in. draw-bar flat trailer.
**£325.** 1955 FORD 4D 2-ton van, separate cab.
SCAMMELL trailers from £100.
**255** WALTON LANE, Liverpool, 4. Aintree 1873. 783-192

COMMER 1953 5-ton insulated meat container van, in excellent condition, painted to choice.
MORRIS 5-ton forward-control tippers, 1952-53, in fair condition, choice of four.
BEDFORD Perkins articulated tractor, August, 1954, Service engine and new tyres, in good condition throughout, trailer can be supplied if required.
THORNYCROFT Diesel drop-sider, January, 1946, reconditioned engine.
HILLMAN Husky, November, 1955, in excellent condition.
COMMER Hands 12-ton Diesel drop-sider, registered June, 1957, in excellent condition, painted to choice.
LEYLAND Comet long-wheelbase 1949 tipper.

### NEWCASTLE (STAFFS) MOTOR CO., LTD.,
NEWCASTLE ROAD,
TRENT VALE, STOKE ON TRENT.
Phone 64621-2-3. 738-448

## Used Goods Vehicles (contd.)

**COUNTY OAK SERVICE STATION, LTD.,**
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

**BEDFORD** 1954 Dormobile, one owner, £375.
**BEDFORD** 1953 CA van, £195.
**BEDFORD** 1954 CA van, £240.
**BEDFORD** 1952 long-wheelbase truck, one owner, first-class condition, £200.
**BEDFORD** 1947 long-wheelbase truck, £125.
**FORD** 1956 5-cwt. Thames van, very clean, £275.
**AUSTIN** 1947 2-ton meat van, £175.
**AUSTIN** 1948 2-ton 3-way loader van, £165.
**FORD** 1951 ET6 5-ton tipper, new engine, good tyres.
**FORD** 1952 ET6 5-ton meat van, £200.
**AUSTIN** 1949 3-way van, £95.
**MORRIS** Minor Traveller, 1954 (October), one owner, 19,000 miles, immaculate condition, £465.
783-358

**MORTON'S GARAGE, LTD.,**
81 BINLEY ROAD,
COVENTRY.
Phone 53354.

**COMMER, KARRIER DEALERS.**
**1958** KARRIER Bantam platform, petrol, ex stock.
**1956** SENTINEL 8-9-ton tipper, Diesel engine.
**1956** BEDFORD 7-ton long-wheelbase tipper, petrol engine.
**1955** BEDFORD 10-12-cwt. van.
**1954** COMMER 7-ton tipper, petrol engine.
**1953** RELIANT 10-12-cwt. van, ladder rack.
**1948** BEDFORD 10-12-cwt. van.
**PART-EXCHANGES HIRE-PURCHASE.**
**INSURANCE.**
OPEN SEVEN DAYS PER WEEK.
783-433

**SPURLING MOTORS (CHISWICK), LTD.,** Spurling Corner, W.4. Phone, Chi 6741 (five lines).
**1955** AUSTIN A40 van with windows, £310.
**1956** BEDFORD Utilibrake, £415.
**1956** MORRIS 10-cwt. van, excellent condition, £325.
**1953** A-type BEDFORD 5-ton long-wheelbase truck, reconditioned, £425. 783-280
**1954** MORRIS 5-cwt. van, blue, clean condition, £275.
**1955** FORD 10-cwt. van, exceptionally clean, £235.
**FORDSON** V8 Luton van, good engine and tyres, £75.
**1956** Thames 5-cwt. van, good order and tyres, £275.
**CAPITAL MOTOR CO., LTD.,** Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 783-280
**SECOND-HAND** S-type BEDFORD-SCAMMELL, petrol, not earlier than 1955. Phone or write.
**J.** G. RYAN (MOTORS), LTD., Carlyle Rd., E.12. Ilford 0714. 783-245
**1953** DENNIS long-wheelbase twin-ram tipper, in very clean condition.
**1951** BEDFORD 7-ton Scammell tractor unit, petrol.
**1948** AUSTIN long-wheelbase P6 coal body tipper.
**1944** E.R.F. long-wheelbase flat, 7.7 A.E.C. engine with 17-ft. trailer if required.
**1940** ATKINSON twin steer long-wheelbase tipper.
**J.** W. RATCLIFFE AND SONS, LTD., Low Bank Rd. Garage, Ashton-in-Makerfield. Phone 7497. 783-247

**G.T.C.** (COMMERCIALS), LTD.
**1956** BEDFORD, 1,400-cu.-ft. Luton van, immaculate condition, one owner, £775.
**1956** FORD 4D Diesel 3-4-ton long-wheelbase drop-side truck, £585.
**1956** MORRIS B.M.C. Diesel, 5-ton forward-control long-wheelbase drop-side truck, one owner, £625.
**1955** AUSTIN B.M.C. Diesel, 5-ton long-wheelbase drop-side tipper, normal-control 8-cu.-yd. wooden drop-side body, one owner, £425.
**1955** BEDFORD-SCAMMELL S model 10-ton Diesel artic. unit, choice of two, £925.
**1954** BEDFORD 7-ton long-wheelbase drop-side truck, one owner, £395.
**1954** BEDFORD 5-ton long-wheelbase drop-side truck, £400.
**1954** AUSTIN 2-3-ton boxvan, separate cab, ex-wholesale grocers, £265.
**1954** BEDFORD Perkins P6 Diesel artic. unit and 18-ft. trailer, £375.
**1954** COMMER 7-ton long-wheelbase drop-side truck, 18-ft. body, one C-licence owner since new, £375.
**1953** FORD ET6 5-ton long-wheelbase drop-side truck, very good tyres, one C-licence owner from new, £110.
**1952** BEDFORD 2-3-ton boxvan, separate cab, one owner, choice of three, £185.
**1951** COMMER 7-ton long-wheelbase trucks, 18-ft. bodies, choice of two, £150.
**1951** COMMER 7-ton, underfloor engine, short-wheelbase tipper, 8-cu.-yd. wooden body, Telehoist gear, choice of three, £165.
**G.T.C.** (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 783-401



## Used Goods Vehicles (contd.)

**SPA GARAGES (LEEDS), LTD.,**
MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

**1955** ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,750.
**1953** VULCAN long-wheelbase, fitted P6, £345.
**1952** BEDFORD long-wheelbase petrol 7-tonner.
**1952** BEDFORD 4-5-ton long-wheelbase, petrol.
**1951** COMMER long-wheelbase Superpoise, Perkins P6, excellent condition, £295.
**1951** AUSTIN Loadstar Luton van, petrol, £225.
**H.P.** Accounts settled, part-exchanges, H.P. arranged.
783-451

**HAZLEMERE MOTOR CO.**
(WALTHAM ABBEY), LTD.,
Waltham Cross 2275-7.
BEDFORD DEALERS, FODEN DISTRIBUTORS,
PERKINS SIGNHOLDERS.

**1950** BEDFORD 5-ton tipper.
**1950** FORD Thames truck, perfect job.
**1954** FORD 5-ton Diesel tipper, P6 engine.
**1937** A.E.C. 6-wheeler, single drive, 7.7 reconditioned engine.
**1956** BEDFORD Workabus.
**1956** BEDFORD A model Diesel P6 tractor unit with 20-ft. Tasker platform trailer and low-loading trailer.
**1955** LAND ROVER standard petrol.
783-435

**PEARL GARAGES, LTD.,** 37 South Ealing Rd., London, W.5. Ealing 9046.
**1957** Thames 5-cwt. van, £335.
**1957** AUSTIN A35 van, £345.
**1955** FORD 10-cwt. van, £215.
**IMMEDIATE** delivery of new models from stock.
783-260

**ONE MAUDSLAY**, 1949, 5-speed, Gardner 5LW, in lovely condition, £295.
**ONE E.R.F.**, 1945, 7.7, 5-speed David Brown, £230.
**EIGHT BEDFORDS**, ex-Ministry, unregistered, long wheelbase, £60 each. Ernest Thorpe, Thurgoland, near Sheffield. Phone, Stocksbridge 2152. 783-194
**J.C.B.** Major Loader, Diesel loading shovel, complete with crane attachment, full lighting equipment, towing gear, this machine has done very little work and is as-new, licensed to December, £695.
5-TON low loader trailer, complete with skids, full lighting and braking system, suitable for use with above, £135.
**MUIRHILL** 3-yd. dumper, full road equipment, new starter batteries, repainted, as new, £165.
**YALE** and Towne 6-cwt. platform hoist, £30.
**WOLF** VR5 wet valve refacer, complete with all equipment, new and unused, £57 10s.
**ALL** machines subject to engineers inspection. Hire-purchase terms if required.
**J.** B. WILLIAMS AND SON, Hillcrest, Halkyn Rd., Holywell. Phone 2280. 783-355

### Unclassified Wanted

**W.** JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4.
**WANTED**, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers cash. Phone, Manchester, Blackfriars 6037, between 10 a.m. and 4 p.m.; after hours, Wigan 3035 or Haigh (Wigan) 049. zzz-740
**WANTED** urgent, all types of petrol and Diesel commercial vehicles, for dismantling for export.
**BELGRAVE AUTOS**, Belgrave Walk, Mitcham, Surrey. Phone, Mit 7691. zzz-758
**WANTED**, 24-ft. platform 4-wheel vehicle; must have oil engine.
**RING** Blackburn 49158; after 6 p.m., 7272. 784-6766

**WANTED** to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, Diesel-engined lorries; also several tippers; also six Albions, Seddons or similar Diesel-engined, flats and tippers; also Bedford 30-cwt. 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.
**WILDE AND BENNETT, LTD.,**
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS, 356. 783-185

**WANTED**, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers; also petrol-engined vans, trucks and tippers, 30-cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.
**O.** T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 783-428

### SPECIAL A-LICENCE VEHICLES

**1957** COMMER 7-ton TS3 short-wheelbase tipper with special A licence, 4 tons 15 cwt. East Midland Traffic Area, £2,600. Hamblins Garage, Rectory Rd., Rushden 3211. 783-111
**1957** COMMER fitted Boyes 6-wheeler extension, 22-ft. drop-side body with special A licence, West Midland Area.
**BEECH'S GARAGE (HANLEY), LTD.**, Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 783-116
**COMMER**, Two 1957 TS3, with or without special A's. Roger Rees Transport, Swansea 7383. 783-98
**NEWPORT MOTOR SERVICES**, East Usk Rd., Newport, Mon. Phone 59441-2.
**SPECIAL** A licences, South Wales Area.
**SEDDON** distributors for Monmouthshire.
783-132

## Special A-licence Vehicles (contd.)

**PETERBOROUGH ENGINEERING CO.**
**1952** ALBION 8-wheel platform, 8 tons, East Midland, £3,500.
**1946** E.R.F., 18-ft. drop-side, 4 tons 19 cwt., Eastern, £2,050.
**1955** DODGE P6, 2 tons 18 cwt., Eastern, £1,600.
**1954** DODGE, P6, 2 tons 17 cwt., Eastern, £1,500.
**44 EYE ROAD,**
PETERBOROUGH.
Phone 6161. 783-67

**HACKETTS HAULAGE, LTD.,**
OFFER THE FOLLOWING
**VEHICLES WITH SA LICENCES:—**
**1955** 6-7 ATKINSON 8-wheel, South Western area.
**1949** ALBION 6-wheel, North Western, Eastern and South Western areas.
**1953** DODGE 4-wheel Metropolitan or North Western area.
**1955** FORD artic., Metropolitan or Midland area.
**1957** B.M.C. artic., Metropolitan, North Western or South Western areas.
**TERMS** and exchanges.
**158 CROSS LANE,**
**SALFORD, 5.**
Phone, Pendleton 5333. 783-471

**1948** E.R.F. C14 with special A licence, 4 tons 14 cwt. 3 qr., North Western Area. Hoyle, Coal Hey Garage, Haslingden. Rossendale 272. 783-26
**1957** FORD 10-cwt. van, small mileage, with special A licence North West Area. Box CM8311, care of "The Commercial Motor." 783-206
**TRAILERS**, special A licences for sale East Midlands and Met. areas.
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 783-111
**SOUTH-EASTERN** Area, 1956 7-ton B.M.C. (power steering and 2-speed axle); 1956 7-ton drop-side Bedford; 1954 5-ton P6 Ford Thames. Box CM815, care of "The Commercial Motor." 783-166
**FOR** sale, GUY Otter, 1953, special A licence, Metropolitan Area, 3 tons. Phone, Harthill, Lanarkshire 360. 783-148

### Special A-licence Vehicles Wanted

**SPECIAL** A licences required, any area. Cash settlement. S. Hughes (Commercials), Ltd., Lodge Garage, Whitehall Rd. West, Gomersal, near Leeds. zzz-762
**SPECIAL** A licences required, with or without vehicles, 8-wheelers, West Midland traffic area. John Hunter and Sons (Transport), Ltd., Walsall Rd., Tame Bridge, Wednesbury. Stone Cross 2721. 785-6728
**WANTED** two special A licences, Metropolitan area, unladen weight 3 tons, artic. licence preferred. Box CM831, care of "The Commercial Motor." 787-6769

**WANTED** to purchase special A licences and vehicles, any weight, in any part of the country.
**WANTED**, articulated vehicles with special A licences, will pay very good prices.
**WILDE AND BENNETT, LTD.,**
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS, 356. 783-186

**YORKSHIRE** special A licence required, 3 tons 10 cwt. upwards. Central Garage, Barnsley Rd., South Elmsall, Yorks. Phone, Elmsall 276-7-8. 783-236
**WANTED**, special A licences, with or without vehicles, Metropolitan Area.
**PERCY D. SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 783-327
**WANTED**, special A licence, any weight, Western or South Eastern and Metropolitan Areas. Immediate cash settlement. Box CM5310, care of "The Commercial Motor." 783-424
**WANTED** urgently 3½-ton S licence, also trailer licences. J. Campbell Park, Ltd., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 783-457
**WANTED**, articulated units with special A licences for all areas. Woodcock's Transport (Chorley), Ltd., Cross Lane, Salford, 5. Phone, Pendleton 5333. 783-469

## NEW GOODS VEHICLES

### ALBION

**ALBION AND LEYLAND**
NEW COMMERCIAL AND PASSENGER VEHICLES
**AVAILABLE FOR EARLY DELIVERY.**
ATTRACTIVE TERMS AND EXCHANGES.
WE WELCOME YOUR INQUIRIES, WHICH WILL RECEIVE OUR PROMPT ATTENTION.
COMPREHENSIVE SPARES AND SERVICE FACILITIES.
LONG-DISTANCE OPERATORS SPECIALLY CATERED FOR.
**MILLBURN MOTORS, LTD.,**
GLASGOW. CARLISLE. PRESTON.
Phone: Bell 0073-6. Carlisle 25422. Longton 3255.
zzz-747

## New Goods Vehicles (contd.)

SPARSHATTS
EARLY DELIVERIES OF THE
NEW
5-TON CLAYMORE
AND
7-TON CHIEFTAIN.
PART-EXCHANGES AND DEFERRED TERMS.
TRADE INQUIRIES INVITED.
Authorized Sales and Service Depots and Agents for the County of Sussex.
SPARSHATTS.
BOGNOR ROAD, CHICHESTER.
Phone, Chichester 4154.
SPARSHATTS.
BELLENDEN ROAD, PECKHAM, S.E.15.
Phone, New Cross 2939. zzz-705

**AUSTIN**

THE CAR MART, LTD.,
AUSTIN COMMERCIALS,
WELSH HARP, EDGWARE ROAD, N.W.9.
HENDON 6500.
And at Euston 1212; Streatham 0054; Ealing 6600, Hither Green 6111. zzz-738

J. GIBBS, LTD.,
AUSTIN DISTRIBUTORS
AND
MAIN PARTS STOCKISTS.
ENGINEERS AND BODYBUILDERS.
Comprehensive range of Austin Commercial vehicles in stock.
LONGBRIDGE HOUSE,
BEDFONT, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). zzz-879

PRYNN AND STEVENS, LTD.,
AUSTIN DISTRIBUTORS.
PICK-UPS vans, trucks tippers, pantechnicons and passenger vehicles with petrol and Diesel engines. Repairs and service to B.M.C. exclusively.
THE SOUTH LONDON AUSTIN DEPOT,
57 ACRE LANE, S.W.2.
Brixton 1155. zzz-642

C. G. NORMAN (COMMERCIAL), LTD.,
Official AUSTIN Commercial Vehicle Distributors.
SPECIFICATIONS FOR ALL TYPES OF BODIES SUBMITTED.
50 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Victoria 2211. zzz-0862

F. J. KEEN AND SON, LTD.,
AUSTIN DEALERS AND COACHBUILDERS.
EARLY delivery all models. A35 vans from stock.
QUEEN'S CIRCUS
BATTERSEA, S.W.8.
Macaulay 3373. 783-256

WEYBRIDGE AUTOMOBILES DISTRIBUTORS, LTD.,
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NEW AUSTIN 301 normal-control drop-side truck, fitted 2,199 c.c. petrol engine.
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NEW, immediate delivery of AUSTIN 5-ton normal-control drop-side truck, fitted Diesel engine Series 3.
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WE have for sale our AUSTIN 4-ton long-wheelbase Diesel drop-side demonstration truck, unregistered and still in primer, the mileage is nominal and the price £100 below list.
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**BEDFORD**

ASK your agents for details of the new Boys third axle for the new big BEDFORD 7-ton. zzz-787

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FAVOURABLE delivery can now be quoted on many models of BEDFORDS, including:—
NEW BEDFORD 5-ton long-wheelbase, petrol.
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NEW BEDFORD 30-cwt. van.
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NEW BEDFORD 7-ton long-wheelbase truck, Diesel.
WE welcome your inquiries which will receive our immediate and individual attention.
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SEE AND TRY THE NEW BEDFORD COMMERCIALS.
NEW BEDFORD 6-ton long-wheelbase chassis-cab 300-in. Diesel, long bumper, £1,361 6s. 9d.
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THE LEADING COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.
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IMMEDIATE DELIVERY.
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7-TON TS3 MEDIUM-WHEELBASE TIPPER.
THE IDEAL TIPPER FOR EVERY JOB.
Extension sides for coal and coke, etc., optional extra. Amazing engine life. Approximately 20 m.p.g.
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NEW VEHICLES, REPAIRS, SPARES,
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EARLY delivery of all petrol and Diesel models, from 2-12 tons.
EXCELLENT service; £20,000 spares in stock; part-exchange, hire-purchase.
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NEW vehicles, ex stock.
4.4 (G), fitted 20-ft. wood drop-side body.
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EARLY DELIVERY OF ALL VEHICLES.
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IMMEDIATE or early delivery of the complete range of Thames, petrol or Diesel commercial vehicles.
DEMONSTRATIONS and part-exchanges arranged. Consult us about your requirements for special bodies, and attractive hire-purchase terms. zzz-791

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TRY US FIRST, FULL RANGE AVAILABLE.
TERMS. PART-EXCHANGES. DEMONSTRATIONS.
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NEW LOW HIRE-PURCHASE TERMS.
W. J. BROWN for the new Thames Traders. 339 Finchley Rd., N.W.3. Ham 2284. 783-250

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THAMES Trader, 4-5-7-tonners, for immediate delivery.
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MAIN FORD DEALERS,
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OFFER immediate delivery of all new THAMES commercial vehicles.
3-TON S.F.C. THAMES 157-in. wheelbase 4-cylinder Diesel truck.
4-TON Trader, 138-in.-wheelbase 4-cylinder Diesel truck.
5-TON Trader, 108-in.-wheelbase with Invicta 5-cu.-yd. wooden body, metal floor, drop sides.
7-TON Trader tipper, drop-side body with Anthony gear.
7-TON Trader 150-in.-wheelbase 6-cylinder Diesel double-drop-sided truck.
SPECIALISTS in all types of bodywork.
H.P. Facilities available.
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THE full range of Thames and Trader commercials always available. Quotations and demonstrations of standard FORD vehicles and special applications willingly given on request. Specialized service given at our "Commercials only" depot, Chigwell Rd., Woodford. 783-381

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K. AND B. MOTORS, distributors for GUY vehicles in North-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchange welcome. Fuel pumps and injector service for all makes.
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DISTRIBUTORS FOR GUY MOTORS.
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Phone, Mitcham 1657-8-9.
GUY WARRIOR 8-TONNERS AVAILABLE FOR IMMEDIATE DELIVERY. 783-711

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1958 WILLYS JEEP direct from U.S.A. available in U.K.; larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionnaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. zzz-605

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NEW LAND ROVER Series II, 88-in. wheelbase, petrol, fairly early delivery, £650 ex works.
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BOYS third axles for all Comets and Beavers. Ask your agent. zzz-739

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ARLINGTON MOTOR CO., LTD.,
IMMEDIATE delivery.
NEW Beaver chassis and cab.
NEW Comet ECOS 2/2R with Anthony tipping gear and body.
NEW Comet short-wheelbase chassis-cab, suitable for tipper body.
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CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301.
DUMBALLS ROAD, CARDIFF.
Phone 30641. 783-438

## New Goods Vehicles (contd.)

J. H. SPARSHATT AND SONS
(SOUTHAMPTON), LTD.,
THE CAUSEWAY,
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WRAY PARK GARAGES. Immediate delivery JB and J2 vans; choice of several used vehicles. Reigate 2263. 783-423

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DELIVERY from stock, new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 783-427

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BRENTWOOD ENGINEERING CO., LTD., Essex distributors. Brook St., Brentwood, Essex. Phone 3320. zzz-772

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HALLS (FINCHLEY), LTD.,
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NORTH FINCHLEY, N.12.
THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full-range to—
HALLS (FINCHLEY), LTD. Phone, Hillside 1044-9. zzz-836

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WEYBRIDGE AUTOMOBILES, LTD.,
QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.
IMMEDIATE delivery new 7-ton Mk. XV SEDDON 17-ft. flat-platform truck, fitted a Perkins P6 engine, price £2,159 5s. 783-323

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EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. zzz-829

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FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-801

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THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-795

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STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. zzz-606

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COX'S MOTORS (HILL TOP), LTD.,
FOR NEW
LEYLAND,
MORRIS-COMMERCIAL,
ALBION,
B.M.C.
All types of bodies built to your requirements.
Part-exchanges and terms arranged.
COX'S MOTORS (HILL TOP), LTD.,
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CHOICE of new light vans in stock.
CAMPBELL SYMONDS AND CO., LTD.,
FORTY AVENUE, WEMBLEY.
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# PASSENGER VEHICLES FOR SALE AND WANTED

## USED PASSENGER VEHICLES

### A.E.C.

A.E.C. 1949 Mark 3 7.7 Diesel, 33-seater Duple body, rebuilt engine, £300. Write or call, 30 Springrice Rd., Hither Green, S.E.13. 783-x2380

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1955 Plaxton 8-ft. body, full-length, glass domes front and rear, glass roof quarters, three lift-ups, 30 luxury staggered seats, speech, on 1948 7.7 chassis, completely overhauled and bored 1957, tyres as new, ticket four years, offers. Box CM8317, care of "The Commercial Motor." 783-x2399

## Used Passenger Vehicles (contd.)

A.E.C. 1951 Mk. III, 9.6 preselector, 37-seater, Burlingham Seagull, green interior, relined brakes, good tyres, radio, heater, certificate of fitness, 1961, £1,400.

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A.E.C. 7.7-engined Maudslay, 1951, 37-seater Gurney Nutting body, relined brakes, good tyres, heater, certificate of fitness 1961, choice of two, £1,150 each.
THE above three coaches are all 30-ft. long, painted to choice. H.P. can be arranged.
FURTHER particulars from Alpha Coaches, 35 Clarendon Rd., London, N.15. Stamford Hill 9966. 783-6717

## Used Passenger Vehicles (contd.)

NINE A.E.C. double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321. 783-173

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A.E.C. 1950 Mark III, 9.6, full-fronted luxury coach, radio and heater, certificate of fitness 1960. 117 Chudleigh Rd., Crumpsall, Manchester. Phone, Che 5982. 783-x2400

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LATEST type AUSTIN 12-seater Kenex conversion, certificate of fitness, immediate delivery list price in primer. Box CM8314, care of "The Commercial Motor." 783-xB2381

## Used Passenger Vehicles (contd.)

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**£495** Only. 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960.

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WILDE AND BENNETT, LTD.,
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PHONE, GLOSSOP 2902-3.
AFTER HOURS, 356. 783-187

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**1947** BEDFORD Vista 29-seater, certificate of fitness 1959, reasonable. Kirk's Motors, Longdales Rd., Lincoln. 785-x2276

**1957** BEDFORD 41 Yeates Riviera luxury coach, upholstered red moquette, good condition, £2,750 or near offer; choice of two. Whippet Coaches, Hilton, Huntingdon. Papworth St. Agnes 25. 784-x2379

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V. COLEMAN,
166 MAIN ROAD,
SUNDRIDGE, KENT.
Brasted 291.

**1951** BEDFORD Vega 33-seater Duple, courier seat, one owner, choice of two, certificates of fitness 1961.

**1950** BEDFORD Vista, 29-seater Duple, reconditioned engine, one owner, certificate of fitness 1960.

**1949** BEDFORD Vistas, 29-seater Duples, one owner, choice of two, certificates of fitness 1959.

**1947** BEDFORD Duple Vistas, 29 seaters, certificates of fitness 1961, choice of four from £250. 783-270

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**1938** BEDFORD Duple 26-seater, certificate of fitness September, 1959, taxed, clean and sound throughout, £125. Lazzell, Ewhurst, Surrey. Phone 29. 784-x2402

**1958** BEDFORD petrol 8-ft., 41-seater, Plaxton, 16 quarter lights, radio, public address, heater, armrests, power steering, certificate of fitness 1965, extras £423, light blue and silver, mileage 16,000, £3,050, lovely job, delivered March, cost £4,000; choice of two. Mallinson's Tours, Windermere. Phone 161, 10-12 noon. 783-412

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BEDFORD 10-14-seater coach wanted, 1950 onwards. Spurling type preferred. Woolfenden's, Ltd., Beck Rd., Anfield, Liverpool. Anf 4688. 783-6712

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**1955** TS3 41-seater Plaxton body, radio, heater and public-address system, small mileage, still on original tyres, immaculate condition throughout. Write Box CM838, care of "The Commercial Motor." 783-117

**1957** COMMER Rootes Diesel 41-seater Duple luxury coaches, overdrive, heaters, certificates of fitness 1964, painted and lettered to your instructions, £3,200. Don Everall, Ltd. Wolverhampton 23212. 783-94

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone 25121.

**1958** TS3, 20,000 miles, £1,600, available shortly. 783-306

KARRIER Reading 14-seater coach, 1955, certificate of fitness 1960. Phone 53619. Grove Coaches, Alfall Rd., Coventry. 783-xA2394

### Commer Wanted

COMMER Avenger coach, 8 ft., 1951-53 33-seater, Harrington preferred. Write Box CM8213, care of "The Commercial Motor." 783-xA2221

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**1949** CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 783-483

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FIVE double-decker buses, 1943-45, DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 783-267

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**1947** J111 35-seater Yeates, heater, certificate of fitness December, 1959, £450 o.n.o. Warren's Coaches, Ticehurst 226. 783-xA2397

### FODEN

**1951** FODEN 39-seater, repainted, engine, clutch overhauled, certificate of fitness October, 1959, £1,350. Phone, Sonning 3171, 10 Warren Rd., Woodley, Reading. 783-6691

**1949** FODEN 6LW Gardner, 33-seater, Bellhouse Hartwell luxury coach, heaters, radio, £500 o.n.o. H.P. arranged. Shelton, London Rd., Wollaston, Northants. Phone, Woolaston 310. 785-x2396

### FORD

CHASESIDE MOTOR CO., LTD.,
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

**1958** Thames 12-seater Kenex de luxe, conversion, 4,800 miles, absolutely as new, A1 guarantee, £675. 783-404

### GUY

**1953** GUY Arab 41-seater, Continental-type full-luxury coach, underfloor 6HLW Gardner engine, preselector air-operated gearbox, Westinghouse air brakes, Metalcraft show body, heater and radio, certificate of fitness 1963, £2,750.

MASON'S COACHWAYS, Walsall Rd., Darlaston. Phone, James Bridge 2647-8 784-6729

### LEYLAND

ONE 1956 LEYLAND PD2 low-bridge double-decker, first-class condition. Muirhall Garage, Salsburgh. Phone 207. 785-6727

## Used Passenger Vehicles (contd.)

**1946** PDI LEYLANDS, 56 seats, C. Roe body, certificate of fitness from two years to five years, prices from £450 to £750.

ANY vehicles considered for part-exchange.

TIGER COACHES, Dewshill Garage, Salsburgh, Motherwell. Phone, Salsburgh 242. 783-6753

FIRST registered 29.12.49, LEYLAND PS1 33-seater full-luxury coach, Whitson body, full-front, certificate of fitness 21.12.59, colours Portland grey and red, seats full luxury, red moquette, heaters, saloon and driver, tyres all as new, condition throughout super, £1,000. Exchanges, etc. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 783-121

FOUR LEYLAND double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321. 783-174

### MAUDSLAY

**1949** MAUDSLAY, A.E.C. 7.7, 33-seater full luxury coach, fitted top sliding windows, heater and new tyres, excellent mechanically, very clean body, offers or exchange Super Vega, terms, etc. Alma St. Garage, Wellingborough 2238, Northants. 783-xA2264

**1949,** May, 33-seater Whitsun body luxury coach, 7.7 A.E.C. engine, ex large fleet, certificate of fitness, choice of three, £250 each.

COVENTRY AND JEFFS, LTD., Stafford St., Bedminster, Bristol, 3. Phone 64661 (four lines). 783-29

### UNCLASSIFIED

**1954,** One Royal Tiger Duple, 37 de luxe seats, certified 1959, £2,800.

**1950,** Two LEYLAND PS1/1 Burlingham 33-seaters, certified 1960, £900 each.

**1954,** Two BEDFORD Yeates 36-seaters, certified 1963, £2,000 each.

THE above vehicles are in excellent condition and can be seen at our Northampton garage on request to York Bros., 5 Derngate. 784-6743

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SAVILLE MOTOR SALES, LTD.
MAIN VAUXHALL AND BEDFORD DEALERS.
HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 3681 (10 lines).

**1959** BEDFORD Duple 30-seater bus, 300-cu.-in. Diesel engine, finished in red and grey, fitted heater, etc., immediate delivery.

**1955** BEDFORD Duple 36-seater coach, heater, radio, Perkins R6 engine.

UNIQUE offer:—

HERE is an opportunity to purchase an outstanding example of the BEDFORD Vista 25-seater coach first registered 1950, repainted cream and red, reseated in red patterned moquette, new floor covering, tubular racks, roof quarter lights, Formica to the waist, re-tyred all round, mechanically sound, certificate of fitness 1964.

**1949** COMMER, 30-seater Yeates body, immaculate condition.

**1949** CROSSLEY 35-seater body, recent engine overhaul.

MONMOUTH Depot:—

**1949** A.E.C. Mk. III 33-seater coach.

**1948** DAIMLER 33-seater coach.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.

REDBROOK, MONMOUTH.
PHONE 336 AND 7. 783-96

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CHARLES COPPOCK, LTD.
SERVICE BUSES.
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

A Large quantity of high-bridge double-deckers:—

**1946** LEYLAND PD1.

**1946** A.E.C. Regent, 7.7-litre.

**1945**-46 GUY Arab, 5LW.

A Number of these carry certificates of fitness 1960-61.

**1949** BEDFORD 35-seater, full-fronted buses, of all metal construction, choice of two, price £325 each.

**1949** MORRIS 35-seater, full-fronted buses, of all metal constructions, choice of two, these are powered by six (6) cylinder oil engines, price £350 each.

**1946** A.E.C. high-bridge double-deckers, powered by 7.7-litre oil engines, of all metal construction, choice of two, price £225 each.

**1947** LEYLAND PD-, coachwork by Charles Rowe, price £300.

**1951** TILLING-STEVENS 33-seater coach, certified November, 1960, powered by a 6LW Gardner oil engine, price £275.

**1949** BEDFORD 29-seater coach, full luxury seats, certified until April, 1959, price £185.

SPECIAL offer: 5LW Gardner engines from £100 each. Can be tested prior to removal of engine from chassis.

PHONE, SALE 5633.
GRAMS, "BUSUNITS." 783-83

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SILVER WINGS COACHES,
BRETTALL LANE,
STOURBRIDGE NEAR BIRMINGHAM.
Stourbridge 3047-8.

**1947** GUY Arab, 5-cylinder Gardner, 33-seater Burlingham body, certificate of fitness 1961, £500.

**1948** MAUDSLAY, A.E.C. 7.7, 33-seater Burlingham, repainted and certified until 1962, £650.

PART-EXCHANGES, including cars or vans. 783-99

## Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.,
LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Dudley Hill 1144-9.

BRITAIN'S LARGEST STOCKISTS OF

PASSENGER VEHICLES.

OFFERS FOR JANUARY DELIVERY:—
A.E.C. RELIANCE, LEYLAND CUBS, BEDFORD PETROL/OIL OR COMMER TWO-STROKE.
FITTED WITH PLAXTON, BURLINGHAM OR DUPLE BODIES.

NEW VEHICLES.

**A.E.C.** 7.7 30-ft. chassis, fitted with 39-seater Highway body, new and unregistered service bus.

**A.E.C.** 7.7, fitted with 37-seater Plaxton full luxury body, new and unregistered, red interior, heaters, in primer.

SECOND-HAND VEHICLES.

**1958** BEDFORD, petrol, fitted 41-seater Plaxton full luxury body, radio and heater, guaranteed mileage 14,000; choice of three.

**1955** A.E.C. Reliance, fitted with 41-seater Plaxton, front entrance, heaters and public address, been used on tour, spotless condition; choice of two.

**1955** A.E.C. Reliance, 41-seater Burlingham, centre entrance, heaters and public address, immaculate; choice of three.

**1953** BEDFORD Duple 35-seaters, heaters and public address; choice of two.

**1953** BEDFORD Plaxton 35-seater, very nice machine throughout and just been certified for five years; one only.

**1952** BEDFORD Duple 33-seater, been on summer work only, immaculate.

**1950** A.E.C. Mark III, fitted with 39-seater Plaxton body, without bulkhead.

**1949** 50 A.E.C. 9.6, 35-seater Plaxton bodies fitted in 1952, full fronts; these machines are in first-class mechanical condition, without bulkheads; choice of 12.

**1948** LEYLAND, fitted 1951 Duple Ambassador bodies, 33-seaters; choice of two.

**1948** LEYLAND PS1, fitted with full-front Duple Ambassador bodies, 33-seaters; choice of two.

A Number of LEYLAND PS1, fitted with Burlingham and Plaxton half-cabs, nice condition, cheap to clear.

**1946** LEYLAND service bus, 35-seater Willowbrook body, just certified.

**1950** BEDFORD 29-seater, immaculate, £675.

**1950** BEDFORD Duple, fitted with 25 reclining seats, very nice machine throughout, £790.

A Number of 1947-48 BEDFORD 29-seaters, Duple and Plaxton, from £275 each.

**1950** BEDFORD, fitted with 31-seater Mann Egerton body, full front, £400.

ALBION double-decker, just been certified, very nice machine, 6LW, special price to clear.

WE have a number of half-cab machines and full fronts, cheap to clear, suitable for workmen's contracts, travelling shops, etc.

SPARE parts for A.E.C., Leyland, Bedford and all types of passenger machines.

**A.E.C.** 7.7 and 9.6 engines; 4, 5 and 6LW engines.

DIFFERENTIALS for all types of passenger vehicles.

SPARE PARTS DEPOT.
BRADFORD 64331-2.
NIGHT PHONE, MIRFIELD 3183, 2160.
WALES: R. COWDELL, NEWPORT 59865.
SCOTLAND: A. L. K. SIMPSON, ALVA 254. 783-43

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THURGOODS OF WARE.

**1954** BEDFORD Super Vega (36) luxury coach, heater, radio, in exceptional condition, green and grey, only used high-class summer tours.

**1952**-51-50 FODEN luxury observation coaches (39-35-31-seaters) in super condition, fitted many extras; these coaches won prizes New York and Nice; used summer tours.

**1951** DENNIS Falcon full-front coach (34), 5¼-litre engine, Eaton 2-speed axle, high-backed chair seats, blue inside and out, certificate of fitness 1960, £875.

**1950** BEDFORD Vistas (29), red high-backed seats, Formica sides, exterior cream and green, choice of two from £675.

**1950** BEDFORD Vista (20) fitted individual adjustable seats, red leather and Dunlopillo cushions, head-rests, heater, wired for radio, certified, in good condition, £575.

**1950** ALBION full-fronted coach, 31-seater Duple, high-backed seats, certificate of fitness 1960, £825.

**1948**-47-46 BEDFORD Vista (29), green, red and grey, choice of three from £325.

**1948**-50 BEDFORD buses (28-30), blue, green and red, choice of four, from £275.

**1948** DAIMLER coach (35), high-back tubular seats, preselector, fluid flywheel, certificate of fitness 1961, £425.

BEDFORD driver-operated door gears fitted, £17 15s.

BEDFORD re-trims and conversions to high-backs, one-day service.

STEAM cleaning and under-spray.

DOUBLE-DECKERS.
CHOICE OF 20.
LOW- AND HIGH-BRIDGE BUSES.

GUYS, LEYLANDS, A.E.C.s, DAIMLER, 5LW GARDNER AND OTHER ENGINES, IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES

PHONE, WARE 833-4.
AFTER HOURS 896. 783-71

## Used Passenger Vehicles (contd.)

### P.V.D., LTD.,
### 100
SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.
### COACHES
FOR THE LITTLE MAN.

**1948** BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. Diesel units, 5-speed boxes, in excellent mechanical and body condition, certificate of fitness to 1960, price £550 each.
**1949** CROSSLEY 33-seater full luxury coach, high-backed leather, moquette and Dunlopillo seating, in excellent mechanical and body condition, certificates of fitness to 1959, price £250 each.
**1947** BEDFORD 29-seater Duple-bodied full luxury coaches, choice of three, in excellent mechanical and body condition, good set of tyres all round, certificates of fitness expiring 1959-60-61, price £200-£250 each.
LEYLAND TS8-7, choice of two, fitted 33-seater 1950 Strachan bodies, fully fronted luxury coaches, high-backed leather, moquette and Dunlopillo seating, fitted 7.4 PS1 Diesel engines, in good mechanical and body condition, certificates of fitness just expired, all main pillars done this year, will recertify at little expense, if any, price £275 each.
**1939** LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, reseated this year, fitted 7.4 PS1-type Diesel engine, in excellent mechanical and body condition, certificate of fitness expires 1960, price £325 each.
**1938-39** LEYLAND, choice of two, fitted 35-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, reseated this year, fitted 7.7 Diesel engines, in excellent mechanical and body condition, certificate of fitness to 1960, price £300 each.
**1949** BEDFORD 29-seater coaches, choice of three, in good mechanical and body condition, nearly new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.
**1940-39** BRISTOL L-type 35-seater saloons, fitted 5LW Gardner Diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.
**1940-39** LEYLAND, choice of 25 high- and low-bridge Leyland double-decks, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1958, some 1959, will recertify at very little expense, to clear £150-£175 each.
DENNIS, choice of 25 low-bridge double-decks, fitted 1948-49 Park Royal bodies, 5LW Gardner Diesel engines, 5-speed gearboxes, in excellent mechanical and body condition, certificates of fitness expire 1959-60, several with ticket nearly expired, will all recertify, price to clear £175-£200 each.
THESE are only a few of the vehicles we have in stock available for immediate inspection and test.
TRADE INQUIRIES INVITED.

### PASSENGER VEHICLE DISPOSALS, LTD.,
WOLSTON GRANGE,
LONDON ROAD, RUGBY.
Phone, Wolston (Coventry) 330 and Dunchurch 262 or 265.
On the A45. 783-30

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### FRANK COWLEY,
### 200
BUSES AND COACHES
ACTUALLY IN STOCK.
AND
READY FOR IMMEDIATE SERVICE.

**1949-48** A.E.C. 9.6 high-bridge all-metal double-deckers, certified 1960-61, in lovely condition throughout, ready to go to work, £650 each.
**1948** A.E.C. 34-seater, all-metal bodies, powered by 9.6 Diesel engines, certified 1960-61, £325 each.
**1947** A.E.C. 34-seater, all-metal bodies, certified 1960-61, fitted 7.7 Diesel engines, £295 each.
**1947** LEYLAND PS1 32-seater buses, certified 1959-60, in immaculate condition throughout, all genuine machines, fitted with genuine PS1 engines, £350 each.
**1948** BRISTOL 35-seater, fitted with Gardner 5LW engines and 5-speed gearboxes, in immaculate condition throughout, £350 each.
**1949** DENNIS 35-seater coach, fitted with Dennis Big 6 Diesel, certified, in excellent condition throughout, £295.
**1950** DAIMLER full-fronted 33-seater, full-luxury coach, in lovely order throughout, fitted with good tyres, certified late 1959, £360.
**1949** CROSSLEY 33-seater full-luxury coaches, fitted Duple and Burlingham bodies, Crossley down-draught Diesel engines, lovely machines, £295 each.
**1946-47** DAIMLER double-deckers, fitted A.E.C. 7.7 and Gardner 5LW Diesel engines, good sound machines, £240 each.
LEYLAND double-deckers, fitted with very modern 56-seater bodies, exceptionally clean and in beautiful condition, £270 each.
**A.E.C.** 35-seater buses with almost new bodies and powered by A.E.C. Diesels, genuinely unmarked and in new condition throughout £320 each.
**1949** GUY 33-seater full-luxury coach, fitted with Gardner 5LW Diesel, in super condition, £295.
**1948** A.E.C. full-luxury coaches fitted with A.E.C. 7.7 Diesels, really super throughout, £357 each.
OVER 300 vehicles acutally in stock for you to choose from.
ALSO a quantity of Leyland, A.E.C. and Gardner engines, many fully reconditioned, at prices from £125 each.

### FRANK COWLEY,
3 BLACKFRIARS ROAD,
SALFORD, 3.
Phone, Manchester, Blackfriars 7577 and Blackfriars 1048. 783-463



## Used Passenger Vehicles (contd.)

### F.C.S., LTD.
SUPER COACHES SUPER COACHES
COACHES FOR THE SMALL OPERATOR.
SPECIAL H.P. TERMS.
PART EXCHANGES.

**1951-52** A.E.C., fully fronted Beadle, choice of 12 39-seater coaches in immaculate body and chassis condition, certificate of fitness 1961-62, price £900, £950 each.
LEYLAND super coaches, choice of 20, fitted 1949-50 Harrington 35-32-seater full luxury bodies, deep cushion high backed full luxury leather and moquette seating, large Continental rear luggage boot, front entrance sliding door, etc., in immaculate mechanical and body condition, certificate of fitness 1959-60; to see is to buy, price £350-£395 each.
**1947** BEDFORD, 29-seater Duple bodied, full luxury coaches, choice of three, in excellent mechanical and body condition, good set of tyres all round, certificate of fitness expiring 1959-60-61, price £200-£250 each.
**1949** BEDFORD 29-seater coaches, choice of three in good mechanical and body condition, nearly new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.
**1948** LEYLAND PS1 34-seater saloons, choice of 16, Brush all-metal bodies in super mechanical and body condition, certificates of fitness to 1960-62, price £495-£525 each.
**1947-48** LEYLAND PD1 56-seater high-bridge double-deckers, bodies by Charles Rowe, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £550-£575 each.
LEYLAND, A.E.C., Bristols, etc. Over 50 high- and low-bridge double-deckers just come into stock, 1948 bodies, all Leyland, Metcam, etc., varying certificates of fitness, to clear £150-£175 each.
ALL the above vehicles carry our 3-month guarantee.

SPECIAL H.P. FACILITIES.
PART EXCHANGES.

### FLEET CARS (SALES), LTD.,
### F.C.S WORKS,
LONDON ROAD,
DUNCHURCH,
NEAR RUGBY
Phone, Dunchurch 262 or 265.
On the A45. 783-31

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### THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANCS, 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.

PASSENGER VEHICLE SPECIALISTS.

**1956** BEDFORD Super Vega 37-39-seater, exceptional condition throughout.
**1954** A.E.C. Mark IV Burlingham Seagull 37-seater full-luxury saloon.
**1950,** July, COMMER Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.
**1948** TILLINGS 33-seater coach, fitted Gardner 6LW.
**1947** LEYLAND PD1 chassis, 7.4-litre Diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.
**1947** A.E.C. 7.7 Duple 35-seater bus, very fine order.
**1946** LEYLAND PS1 service buses, 32-seater Roe bodies, certified to 1959, choice of four.
**1945** GUY 5LW Roe low-bridge 55-seater double-deck bus, good order.
OVER 100 high- and low-bridge-type double-deck buses, from £100 each, also a number of Leyland 36-seater buses, Dennis 32-seater buses with 5LW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT ONLY.

A Number of LEYLAND TS8 chassis with 7.4 Diesel power unit and fitted with 1949 Duple high-back seating coachwork.

STOP!
DON'T MISS
OUR NEXT MOTOR AUCTION
ON
THURSDAY, NOVEMBER 6, 1958,
commencing at 2 p.m.
COMMERCIAL
AND
PASSENGER CARRYING
VEHICLES,
4-, 6- AND 8-WHEELER FLATS
AND TIPPERS.
FURTHER ENTRIES INVITED.

### MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
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DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.
SIX A.E.C. dou'e-deck buses, 56-seaters, Metro-Cam bodies, certificates of fitness to 1960, first registered 1946, the lot to clear, £7,650. 783-73

## Used Passenger Vehicles (contd.)

### S.M.T.,
177-205 FINNIESTON STREET,
GLASGOW, C.3
Phone, Douglas 2940. Phone, Douglas 2940
FOR THE FINEST SELECTION OF
NEW AND USED COACHES
IN THE COUNTRY.
NEW COACHES.
MAY WE QUOTE FOR YOUR NEXT SEASON'S REQUIREMENTS NOW? YOUR INQUIRY WILL RECEIVE PROMPT AND CAREFUL ATTENTION.
IMMEDIATE DELIVERY FROM STOCK—
NEW BEDFORD Duple 41-seater coach, exterior in blue and silver with seats in dark red patterned moquette.
NEW BEDFORD Plaxton 41-seater coach, exterior in red and cream with seats in red patterned moquette.
NEW BEDFORD Burlingham 41-seater coach, exterior in brown and cream with seats in red patterned moquette.
ONE only, brand-new BEDFORD Duple 41-seater full-luxury coach, 1958 model, exterior in cream with seats in fawn patterned moquette.
USED COACHES.
WE HAVE A WONDERFUL SELECTION OF USED COACHES, PETROL AND DIESEL, ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS EXCELLENT STOCK INCLUDE:—
**1958** BEDFORD Plaxton 41-seater full-luxury coach with Leyland Comet Diesel engine, as new.
**1958** BEDFORD Plaxton 41-seater full-luxury coach with petrol engine, choice of two, absolutely top-notch machines.
**1955** BEDFORD Duple 36-seater standard Vega coach, R6 Diesel engine, choice of two excellent machines.
**1950** BEDFORD Duple 29-seater full-luxury coach, excellent condition throughout.
**1957** BEDFORD Plaxton 41-seater full-luxury coach with petrol engine, absolutely as new in appearance and condition.
**1955** ALBION Plaxton 33-seater coach, used only on high-class Continental touring and is fitted with many attractive extras, this is a top-quality machine.
**1955** ALBION Strachan 39-seater coach, outstanding machine at reasonable price.
**1955** ALBION Duple 35-seater full-luxury coach, top-quality machine at reasonable price.
**1954** BEDFORD Duple 36-seater standard Vega coach, choice of two excellent machines.
**1949** AUSTIN Mann Egerton 31-seater coach, bargain.
**1951** COMMER Avenger 33-seater coach, this is a full-front up-to-date in appearance coach at very reasonable price.
**1950** LEYLAND Comet Plaxton 33-seater coach, offered at cheap price for quick disposal.

BUSES.

**1947** DAIMLER 56-seater double-decker with Daimler engine and Northern Counties body, high bridge with rear exit doors, exterior in green and cream, certificate of fitness November, 1961.
SELECTION of 1943-45 DAIMLER double-deckers with A.E.C. 7.7 engines. These vehicles carry no certificates of fitness, but have only just come off service and are suitable for works contracts.
EXCELLENT selection of A.E.C., Albion, Foden 33-seater half-cab machines in extremely good condition and roadworthy, offered at very low prices for contract work.
MANY OTHERS IN STOCK.
MAY WE HAVE YOUR INQUIRY?
OUR REPUTATION AS ONE OF THE GREATEST COACH-SELLING ORGANIZATIONS IN THE COUNTRY SUPPORTS EVERY TRANSACTION.
HIRE-PURCHASE FACILITIES.
PART-EXCHANGES WELCOMED. 783-55

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### PERCY D. SLEEMAN, LTD.,
LONDON COMMER DEALERS.
COMMER Rootes Diesel Burlingham 41-seater, finished to choice, 14 days' delivery.
**A.E.C.** Reliance Duple 41-seater, finished to choice, 14 days' delivery.
**1956** BEDFORD Vegas, Duple body, 41-seaters.
**1955** COMMERS, TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.
**1954** BEDFORD Burlingham, 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.
**1952** BEDFORD Duple, 33 seats, upholstered in red, finished in maroon, certificate of fitness 1962.
**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.
**1951** LEYLAND Royal Tiger 41-seater, mounted Gurney Nutting body, 8 ft. wide, air brakes, certificate of fitness 1961.
**1951** A.E.C. Mk. 4 Burlingham Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificate of fitness 1960.
**1947** A.E.C., 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960, £325.
**1943-46** DAIMLER, 7.7 or Gardner 5LW, choice of several, certificates of fitness, from £195.
**1943-45** GUY, 55 seats, choice of several, 8- or 6-cylinder Gardners, certificates of fitness, from £195.
SEVERAL A.E.C. 9.6 and Leyland PS1, chassis only.
PART-EXCHANGE and hire-purchase terms to suit individual requirements.

### 58 UXBRIDGE ROAD,
EALING, W.5.
Phone, Ealing 7987; Uxbridge 5022.
After hours, Western 1321. 738-328

## Used Passenger Vehicles (contd.)

### E. J. BAKER AND CO. (DORKING), LTD.

THE COACH SPECIALISTS OF THE SOUTH.
COACH SHOWROOMS AND SERVICE STATION.
TRADING ESTATE, FARNHAM, SURREY.
Phone, 8 a.m. to 6 p.m., Farnham 4626-7.
After 6 p.m., Farnham 4481.

WE CAN GIVE AN EARLY DELIVERY OF 1959 PETROL AND DIESEL MODELS, FITTED DUPLE, BURLINGHAM AND PLAXTON BODIES. NOW AVAILABLE FOR DEMONSTRATION. (INQUIRIES WELCOMED.)

**1956** BEDFORD R6, fitted 41-seater Duple body, heater, red interior, Formica sides, £2,850.
**1953** BEDFORD SB Yeates Riviera, 35 seats, every extra fitted, retrimmed red interior, amber lift-up vents, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,250.
**1952** BEDFORD Vega, 33 seats, heater, blue interior, one owner only, choice of two, 7 ft. 6 in. and 8 ft., £1,650.
**1952** DENNIS Falcon, fitted 33-seater Burlingham Seagull body, blue interior, heater, choice of three, certificate of fitness 1962, one owner only, can be made 35 seats for extra £40, £1,250.
**1949,** July, AUSTIN, 32-seater luxury body, good tyres, clean vehicle, £375.
**1949** SEDDON, P6, fitted 31-seater full-front body, clean vehicle, certificate of fitness 1959, £450.
**1949** DENNIS J3, fitted luxury 33-seater body, radio and heater, certificate of fitness 30.4.59, £675.
**1949** BEDFORD Mark IV 31-seater bus, leather seats, certificate of fitness July, 1960, £200.
**1949** BEDFORD Vista, 29 high-back seats, radio and heater, good tyres, £575.
**1948** COMMER Commando, 30-seater, high-backed Dunlopillo seating, clean vehicle, £175.
**1948** Registered A.E.C. 7.7, Burlingham 33-seater coach, certificate of fitness December, 1959, £250.
**1948** BEDFORD Vista, 29-seater, red interior, certificate of fitness October, 1961, £395.
**1946-8** BEDFORD Vistas, all with certificates of fitness, from £150.
**1947** GUY Arab, Gardner 5LW, Strachans 35-seater coach, good runner, £150.
**1948,** July, DENNIS J3, fitted Reading 33-seater bus body, moquette seats, very clean vehicle, certificate of fitness 30.7.62, £295.
**1949** COMMER Avengers, choice of bodywork, Plaxton, Allweather, good certificate of fitness, from £650.

ALWAYS A GOOD SELECTION OF COACHES SUITABLE FOR WORKMEN AND TRAVELLING SHOPS. WE INVITE YOUR INQUIRIES.

HIGH-BACK CONVERSIONS, TRIMMING, PAINTING, ACCIDENT REPAIRS AND CLEANING SPEEDILY EXECUTED. 783-66

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### COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

**1955,** March, BEDFORD 38-seater Diesel-engined Super Vega, red moquette, exterior dark green-grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.
**1952** BEDFORD, 35-seater Gurney Nutting body, certificate of fitness 1962.
**1951** BEDFORD 29-seater Vistas, certificates of fitness 1960-61, choice of four.
**1950** BEDFORD 29-seater Vistas, certificate of fitness 1959-60, choice of three.
**1950** MAUDSLAY A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.
**1950,** July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.
**1949,** May, CROSSLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.
**1949,** June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.
**1949,** July, AUSTIN 29-seater Whitsun, autumn tinge moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.
**1949** MAUDSLAY 33-35-seater Gurney Nutting, certificate of fitness 1959, choice of two.
**1948** FODEN 33-seater luxury coaches, choice of two.
**1948,** May, DENNIS Lancet III, 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.
**1947-8** PS1 33-seater Harrington, certificate of fitness 1961-2, choice of eight.
**1947,** November, MAUDSLAY Mark II, fitted with A.E.C. 7.7 Diesel engine, 35-seater Duple, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961. 783-484

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### J. W. FIELDSEND, LTD.

OFFER THE FOLLOWING

### USED COACHES.

**1957** BEDFORD, petrol, 41-seater Duple.
**1957** BEDFORD, petrol, 41-seater Plaxton.
**1956** COMMER TS3 41-seater Duple, choice of two.
**1953** Rebuilt LEYLAND PS2, 35-seater, full-front, Harrington body.
**1949** LEYLAND PS2, 33-seater Harrington.

TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,
SALFORD 5.
Phone, Pendleton 5331. 783-470

## Used Passenger Vehicles (contd.)

### ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
HOWARD 1266, PBX.

### OFFER IMMEDIATE DELIVERY

OF

NEW BEDFORD petrol engine chassis mounted with Duple 37-seater coachwork, glass roof quarters and tubular racks, £980 worth of extras including tables, finished red and grey. The coach exhibited at Earls Court on the Duple stand.

ALSO:—

EARLY delivery of new BEDFORD petrol engine chassis, 1959 model, Duple 41-seater Super Vega coaches, finished to instructions, demonstrations available.
NEW BEDFORD petrol engine chassis, 1959 model Plaxton 41-seater coachwork, early delivery, finished to instructions.
NEW A.E.C. Reliance 41-43-seater Duple Britannia coachwork, centre or front entrance, vacuum or air brakes, finished to instructions.
**1958** BEDFORD Duple 41-seater Super Vega, heater, radio, Continental seats, H moulding, small mileage, finished red and cream, certificate of fitness 1965.
**1954** BEDFORD petrol-engined 36-seater Yeates Riviera, full-luxury coachwork, glass roof quarters, tubular parcel racks, heater fitted, finished blue and cream, certificate of fitness October, 1963.
**1953** COMMER Avenger 35-seater, All-weather coachwork, full front, glass roof quarters, heater fitted, partition behind driver, finished cream, certificate of fitness 1963; choice of two.
**1952** A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1963.
**1952** BEDFORD Duple 37-seater Super Vega, upholstered in blue, heater and radio fitted, finished blue and cream, certificate of fitness 1963.
**1951** BEDFORD 33-seater Duple Vega, 7-ft. 6-in. wide, upholstered in blue, finished blue, certificate of fitness 1961.
**1951** BEDFORD 33-seater Duple Vega, 7-ft. 6-in. wide glass roof quarters, tubular parcel rack, heater fitted, finished cream, certificate of fitness 1961.
**1951** COMMER Avenger 31-seater, full-luxury Harrington coachwork, dorsal fin, autumn tint moquette, finished grey and maroon certificate of fitness 1960, exceptional condition, choice of two.
**1947** A.E.C. Regal 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.
CHOICE of seven 1947-8 BEDFORD 29-seater coaches, complete with certificates of fitness to 1961, finished green.
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**1949** GUY Meadows, Diesel engine, fitted with 1952 37-seater Yeates coach body, certified 1960, repainted, £1,100.
**1949** MAUDSLAY 7.7 Diesel 33-seater Burlingham coach, fitted new seats, certified 1959, £600.
**1948** A.E.C. Mark III, 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £650.
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**1958** BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with radio, lift-up roof lights, rear dome lights in excellent condition throughout, certificate of fitness 1964; choice of two.
**1957** BEDFORD Super Vega, 41-seater full luxury Duple body, radio, many extras, certificate of fitness 1964; choice of three.
**1955** COMMER TS3 39-seater, full-luxury Plaxton body, fitted with heater, new engine just been fitted, good clean condition throughout, certificate of fitness 1960.
**1953** BEDFORD Burlingham Seagull, 36-seater full luxury body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963.
**1952** GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1961.
**1952** A.E.C. Mk. IV, 41-seater full luxury Trans-United body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1962.
**1951** LEYLAND PS2, full front, fitted 37-seater full-luxury all-weather body, Perspex quarters, twin heaters, certificate of fitness 1961.
**1951-52** AUSTIN Kenex full luxury, full fronts, 34-seaters, finished in metallic blue, certificates of fitness 1962 and 1963; choice of four.
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**1950** BEDFORD Victor 29-seater full luxury, high-back Dunlopillo seats, in good clean condition throughout, radio, heater, certificate of fitness 1960.
**1950** DENNIS Lancet J3, 35-seater full luxury Strachan body, certificate of fitness 1960.
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**1949** DAIMLER, 33-seater full luxury Harrington dorsal-fin body, fitted with heater, in good clean condition throughout, certificate of fitness 1959.
**1948** BEDFORD Vista, 29-seater Duple body, Dunlopillo seats, in good clean condition throughout, certicate of fitness 1960; choice of three.
**1947** MAUDSLAY, 7.7 A.E.C. oil engine, fitted with a 1951 full-front Strachan body, heater, in good clean condition throughout, certificate of fitness 1959.

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SPECIAL 5 1952 Continental type BEDFORD 29-seaters, fitted on 1952 Bedford Vega chassis, quarter lights, tubular rack, microphone, first-class condition, must be seen.
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NEW 1958 ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.
**1954** BEDFORD (36 h.p. petrol) 36-seater Burlingham Seagull, heater, radio, cream-black.
**1953** BEDFORD SB petrol 33-seater Yeates, heater, radio, superlative condition.
**1951** ALBION Victor (Diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue, £750.
**1950** ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice of two, £425.
**1948** LEYLAND PS1 (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1961, £650.
**1948** DENNIS Lancet (6-cylinder Diesel) 35-seater Duple, heater, certified 1959, £475.
**1946-45** DAIMLER CVD6 (A.E.C. 7.7 Diesel) 36-seater Massey double-decker; choice three.

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FOR IMMEDIATE DELIVERY.

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**1956** 41-seater BEDFORD Duple, choice of two, £2,750.
**1955** 41-seater COMMER TS3 Plaxton, £2,650.
**1951** 35-seater A.E.C. Mk. IV Burlingham, £1,900.
**1950** 33-seater DENNIS Lancet Mk. III Burlingham, £550.
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**1951** LEYLAND PS1, 35-seater Plaxton body.
**1951** COMMER, 35-seater full-front luxury body.
**1951** DENNIS, 35-seater full-front Duple body.
**1950** LEYLAND PS1, 33-seater full-front Plaxton.
**1949** BEDFORD Vista 29-seater Duple, new set high-back seats, five years' certificate of fitness.
**1949** CROSSLEY, 35-seater luxury body.
**1949** BEDFORD Vista, 29-seater Duple body.
**1948** A.E.C., 35-seater Duple body.
**1948** LEYLAND PS1, 33-seater full-front Plaxton body.
**1948** BEDFORD Vista 29-seater, new seats, five years' certificate of fitness.

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A.E.C. 9.6, £1,400.
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**1955** BEDFORD Duple Super Vegas, colours cream and blue, 38-seaters, fitted with heaters, etc., in excellent order, choice of two, price £2,200 each.
**1947** LEYLAND PS1 33-seater, Harrington body, colours cream and blue, in good order, price £650 each. Hazeldine Hire Services, Walsall St., Bilston, Staffs. Phone 42032, 41011. 783-xA2403

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NEW BEDFORD Duple Super Vega 41-seaters.
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**1952** CROSSLEY, downdraught engine, 37-seater full-front Strachan body, radio and heater, certificate of fitness 1962.
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THE above vehicles carry current certificates of fitness.

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CANADIAN FORD, 4 by 4, late heavy type with winch, exceptional condition, cheap. L. Thompson, 57 Lower Forbury Rd., Portsmouth 24117. 786-xA2374
LOW-MILEAGE BEDFORD QL, unregistered, in good condition, £125 each. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 783-334
**A.E.C.,** Ex-M.o.S., 6 x 6 chassis and cab, 500 miles only, 20-ply Trackgirp tyres, a bargain at £525. Mains Motors, Ltd., Woodlands, Ewelme, Oxon. Phone Ewelme 62. 783-335
BEDFORD QL winch tractors, choice of two, only 300 miles each, £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 783-336

### Ex-W.D. Vehicles Wanted

WANTED, ex-W.D. WHITE 6 x 4 petrol on 24-in. tyres, any condition. Details to Stones, Tegfan, Gobowen, Salop. Phone, Gobowen 300. 785-x2307

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LET us quote you for a Freight light-alloy Luton on your chassis, 600 to 2,000 cu. ft., prices from £295; 2-year guarantee.
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30-CWT. CHASSIS, PETROL, FITTED WITH LUTON BODY APPROXIMATELY 550 C.C., REAR DOORS, TAILBOARD, DROP WELL.
IMMEDIATE DELIVERY. IN PRIMER.
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**1950** BEDFORD 5-ton Luton van, all-alloy construction, £125. Justice, Langley Mill 3182; home 3625. 783-108
**1953** FORD 4D Diesel Thames Luton van, 1,350 cu. ft., in excellent running order, £365.
**1950** BEDFORD 7-ton Diesel Luton van, 1,500 cu. ft., full low-loader, in very good and clean condition, £325.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-151
AUSTIN 1951 Lodestar 2-3-ton 1,000-cubic-ft. low-loading Luton van, on very good tyres, extensively overhauled, excellent body, 3-seater cab, unladen weight 2 tons 18 cwt., in primer, £395 or H.P. Morris, 506-508 Kingston Rd., S.W.20. Phones, Cherrywood 4568 and 1480. After 7, evenings, Cherrywood 4322. 783-242
NEW 3-ton long-wheelbase Thames 4D, 1,000-cu.-ft. Luton body, available for immediate delivery. List price.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 783-364

SPURLING CITY DEPOT OFFER:—
**1956** BEDFORD 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity.
HIRE-PURCHASE. PART-EXCHANGES.
176-9 SHOREDITCH HIGH STREET,
LONDON, E.1.
Phone, Shoreditch 8433. 783-340

TWO-LIFT van bodies, well constructed and inner lined with 3/16-in. plywood, 24 ft. 6 in. by 7 ft. 6 in. by 7 ft. 3 in., with roller-shutter and tripper rear doors. Offers, Hipwood and Grundy, Ltd., Farnworth, nr. Bolton. Phone, Farnworth 236. 783-478

## Miscellaneous Vehicles (contd.)

**1950** MORRIS 5-ton furniture van with full Luton body, £325; guaranteed mechanically.
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AVAILABLE shortly, ex- Government Karrier Bantams, unregistered, suitable for mobile shops, canteens, fish and chip saloons, built to your order. Terms available; contact the makers.
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BOGNOR STATION GARAGE offer 1953 A40 pick-up, £225. 20 Longford Rd. Bognor 2102. 783-360

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**1956** Sentinel 6-wheeler, 6-cyl. Diesel F.C. 3-seater cab, 24-ft. flat, whole vehicle in perfect order including tyres, one owner, £1,075 or offer exchanges. A. E. Palmer Motors, Ltd., 747 Dunstable Rd., Luton 51451. 783-145

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UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. refuellers; also 900-gal. Bowser trailers. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-656
SPIRIT, oil, tar and stainless-steel tanks, tankers, tanker trailers, gully and cesspit emptiers, large number. Numerous storage tanks, all sizes. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. zzz-797
NEW ATKINSON 8-wheel heavy oil tanker, 3,600 gal., three compartments, Butterfield tank lagged and steam coil, immediate delivery.
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SPIRIT tank, 4,000 gallon 5 compartment, £140. Box CM834, care of "The Commercial Motor." 783-80
WHALEBONE MOTORS, LTD., offer:—
SEVERAL large-capacity articulator road tank trailers, 14.00 by 20 tyres, Scammell coupling. 313 Chelmsford Rd., Mountnessing, near Brentwood. Phone, Brentwood 4044. 783-268
**1951** BEDFORD, 1,000 gallons, two compartments, with pump, choice of two.
**1951** BEDFORD, 1,200 gal., 2-compartment, with pump.
**1949** BEDFORD articulator, 1,500 gal. three compartment's.
**1948** DENNIS, three compartments, 1,500 gal., with pump.
**1950** COMMER, 1,200 gal., three compartments, with pump.
**1948** FORD, 800 gal., three compartments, with pump.
ONE 1,200-gal. 1-compartment lagged tank.
ONE 1,200-gal. 2-compartment tank.
H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 783-297

JOHN ANCLIFF AND CO., LTD.,
CONTRACTORS OF LIQUIDS IN BULK,
2 MOUNT STREET, MANCHESTER, 2.
Phone, Blackfriars 6226; Night, Bramhall 56.
**1956** ATKINSON 8-wheeler 6LW D.D. fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.
**1956** ATKINSON 8-wheeler 6LW D.D. fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.
**1953** MAUDSLAY 8-wheeler 9.6 S.D. fitted with Dowson and Mason 3,600-gallon tank (new in 1955), lagged, lithcote lined and steam coils fitted.
**1950** E.R.F. articulated 6LW fitted with Butterfield 2,800-gallon tank, lagged, lithcote lined and steam coils fitted.
**1948** MAUDSLAY 4-wheeler 5LW fitted with Butterfield 1,750-gallon tank, lagged, lithcote lined and steam coils fitted.
**1947** E.R.F. articulated 6LW fitted with Butterfield 2,800-gallon tank, lagged, lithcote lined and steam coils fitted.
**1945** ATKINSON 8-wheeler 6LW fitted with Butterfield 3,600-gallon petrol tank (new 1955).
**1939** A.E.C. 8-wheeler 7.7 S.D. fitted with Dowson and Mason 3,000-gallon tank (new 1955), lagged, lithcote lined and steam coils fitted.
**1939** SCAMMELL 8-wheeler 6LW fitted with Butterfield 3,000-gallon tank (new 1949), lagged, lithcote lined and steam coils fitted.
**1936** A.E.C. 8-wheeler 7.7 S.D. fitted with Dowson and Mason 4,000-gallon petrol tank (new 1957). 783-416

VEHICLE tanks for sale, 3,600- and 4,000-gal.; also 3,000 heavy fuel oil tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 783-342

## Miscellaneous Vehicles (contd.)

### Tank Wagons Wanted

WANTED, 2,000-gal. or 1,800-gal. vehicle tank. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 783-343

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**1948** BEDFORD 5-ton tipper, excellent condition, £125. Meadway Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-227

COMMER 7-ton TS3 tipper, complete with Telehoist Telelever latest type gear and Telehoist 7-cu.-yd. drop-side all-steel body, 11-ft. 6-in. by 7-ft. by 2-ft. 6-in. sides, 9.00 by 20 Firestone tyres, helper springs, air-hydraulic brakes, front towing loops, overdrive, steel cab guard. The above vehicle is our demonstration model and is not registered, genuine mileage only 575 (guaranteed). Cost new £2,400, will accept £2,100 with manufacturer's full 12 months' guarantee.
F. N. MORGAN AND CO., LTD., Chepstow Rd., Newport, Mon. Phone, Newport 58411. 783-239

**1955**, August, FORD tipper, steel body, Anthony tipping gear, one owner, £165. Pitbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 783-271

BEDFORD, 1950, long-wheelbase tipper, one owner, drop side, £165. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 783-274

**1958** LEYLAND Comet short-wheelbase tipper, Pilot alloy body and gear, mileage 1,500 miles, brand-new condition, £2,500, o.n.o. Worton Silica Co., Ltd., Twickenham, Middx. Popesgrove 6307. 783-282

BEDFORD tippers, 1948 onwards, from £95. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 783-296

**1953** BEDFORD 6-cu.-yd. U-body, recently over £300 spent on overhaul, £450. Phone, Melton Constable 284. 783-x2390

BEDFORD 5-ton long-wheelbase Diesel, P6, 14-yd. body, first-class condition, £500.

**1952** LEYLAND Hippo tipper, £1,100.

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4776-7. 783-349

**1953** FODEN 8-wheel tipper.

**1948** FODEN 6-wheel tipper.

WILLIAM H. SHORT (CONTRACTORS), LTD., High Fields Garage, Baker St., Newthorpe, Notts. Phone, Kimberley 2391-2. 783-429

COMMER, 1950, 7-ton, Diesel, double-ram tipper, just had £50 spent on it; accept first £140. Mrs. Hales, 7 Manor Rd., Wales, nr. Sheffield. Phone, Kiveton 476. 783-454

### Tipping Lorries Wanted

WANTED, 30-cu.-yd. Diesel tipping lorry. Box CM829, care of "The Commercial Motor." 783-70

### TRACTORS

**1955** DODGE 10-ton tractor, recent R6, Eaton 2-speed, primer painted, excellent condition, £495. Stanley Goodwin and Son, Ltd., Kidderminster 2204. 783-6734

**1958** COMMER 12-ton TS3 tractor unit, 13,000 miles only, S.A.E./S.M.M.T. coupling, air/hydraulic brakes, Eaton 2-speed heavy-duty rear axle, cab heater, trailer control valve. Also available, Taskers 25-ft. platform semi-trailer to match, complete with air pressure/vacuum braking and load control valve.
F. N. MORGAN AND CO., LTD., Chepstow Rd., Newport, Mon. Phone, Newport 58411. 783-240

OCTOBER, 1953, COMMER P6 tractor, Eaton 2-speed axle, one owner, £295. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 783-273

## Miscellaneous Vehicles (contd.)

**1957** BEDFORD-SCAMMELL Diesel artic. unit, one owner since new, small mileage, £650.
**1952** BEDFORD S-type 10-ton unit, R6 Diesel engine, S.A.E. coupling, in good running order, £350.
**1955** BEDFORD-SCAMMELL S-type Diesel artic. unit, R6 engine, clean and in excellent order, £525.
**1948** E.R.F. artic. unit, 5LW engine, new cab, 5-speed box, in very nice order throughout, £475.
**1954** ALBION Chieftain artic. unit, in very good running order, £550.
**1952** BEDFORD-SCAMMELL 10-ton S-type artic. unit, in very good running order, £225.
**1956** BEDFORD artic. unit, in excellent order, very small mileage, one owner, £450.
**1955** BEDFORD-SCAMMELL Diesel artic. unit, in excellent running order, £490.
**1956** B.M.C. Diesel artic. unit, 2-speed axle, one owner, in excellent order, £650.

ANY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-160

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TRACTOR wanted for 12-ton payload, must be in good condition; trailer not required. A. and Z. Supply Co., Dock Rd., Lytham 7172. 783-x2217

WANTED, Latil tractor unit complete with winch, etc. Box CM828, care of "The Commercial Motor." 783-69

WANTED to purchase, a Diesel tractor with Gardner 4- or 5-cylinder engine fitted, for use with Scammell retractable articulated trailers, Maudslay or similar vehicle for preference. State year, price and where inspected. Norman Walker, Anlaby, Hull. 783-212

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TASKERS new QD semi-trailers.

10-TON straight frame, in three lengths, 22 ft., 23 ft. and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive priced leaflet No. 1209.

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DOUGLAS MUNRO AND CO., LTD.,
CHAPELHALL INDUSTRIAL ESTATE,
CHAPELHALL,
NEAR AIRDRIE, LANARKSHIRE.
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OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform pantechnicons and special types.
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TASKER prefabricated trailer, in good condition, £100. 20-ft. Scammell trailer, very clean, £120. Tasker 20-ft. trailer, £60. P. V. Dobson, Ivy House, Levens, Kendal. Phone, Sedgwick 238. 784-6762

SCAMMELL trailers. We offer a good selection of 5-, 8- and 10-ton 16-ft. to 25-ft. flat-platform, drop-sided, box-bodied timber-pole types and low-loaders, all with Scammell couplings, from £75. Terms and exchanges.
SCAMMELL and Dyson 16-ton tandem-axled trailers, 24- and 25-ft. lengths, flat and drop-sided, all in very good order, choice of 20 at £325 each; also a number of low-loaders, 10 tons to 30 tons, 15- to 20-ft. well, with knock-out axles.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-159

FOR sale, Crane standard 16-tyre low-loader, drawbar trailer.
GOODFELLOW, 1351 Rochdale Rd., Nr. Blackley, Manchester. Cheetham Hill 2764. 783-198

10-TON Hands trailer, 18 ft., perfect condition, £150. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 783-275

8-TON semi-drop-frame Scammell box trailer, 1954, 3-way loading, Perspex roof lights, one owner, excellent condition, £345. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 783-272

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ARTICULATED tipping trailers, Scammell coupling. T. Graveson, Ltd., Carnforth, Lancs. 783-171

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BRAKE linings, 15 in. by 4 in. by ⅛ in., 5s. per piece; 13½ in. by 2½ in. by ⅛ in., 3s. per piece. L. W. Vass, Ltd., Ampthill, Bedford. zzz-0872

### BREAKDOWN SERVICE

LONDON. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. zzz-629

PRAILLS (HEREFORD), LTD., Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4221 (six lines). zzz-949

LONDON and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone, Maryland 3381. Much Hadham 298. zzz-620

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HEAVIEST breakdown equipment in the West of England, 24-hour service for all types of recovery work. A.C.V. official repairers and authorized dealers. Foden repairs and spares service. Diesel specialists. Phone, day and night, Bristol 77667; and Weston-super-Mare 3521.

ALMA GARAGES (BRISTOL), LTD., 74 Feeder Rd., Bristol, 2, and 170 Locking Rd., Weston-super-Mare. zzz-693

HEAVY recovery and breakdown services, 6 a.m. to 10 p.m. service.

ROSS GARAGES (SALES), LTD., Atkinson and Seddon main distributors. Penarth Rd., Cardiff. Phone 24671. zzz-863

SOUTH MIDLANDS. The London Road Garage, heavy breakdown service. Phone, Stony Stratford 2114. 805-6028

24 Hours' recovery service, six heavy breakdown vehicles available; skilled operating staff. Heavy commercials our speciality; also coaches.

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SURREY, Hants, Very heavy recovery equipment and mobile cranes for hire, 24-hour service.

D. H. MORGAN (ENGINEERS), Wrecclesham. Phone Farnham 4143. zzz-779

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GUARANTEED hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 6d. each (minimum order six); one kip (30), less 5%. County Chamois Co. Ltd., Rocky Lane, Aston, Birmingham. zzz-785

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USED UNITS, Whittlefield, Burnley (phone 2262). Goods chassis and cabs available. zzz-970

NEW Vulcan cabs in stock. T. Brown, Home Gardens, Dartford. Phone 3042-3. zzz-735

1949 CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469 Holloway Rd., N.7, Archway 2647. 783-54

BRAND-NEW Austin Loadstar cabs; complete with doors; also wings, bonnets, etc.

PHONE or write, Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5. Ealing 5108, 8959. 783-278

REBUILT cabs to fit Leyland and Atkinson, E.R.F., etc.

R. LITTLE, Gillibrant St., Walton-le-Dale, Preston, Lancs. Phone, Preston 56772. 783-430

### CRANES AND WINCHES

USED UNITS, Whittlefield, Burnley (phone 2262). Vast quantities of new Coles crane spares available from stock, cheap. Write for lists. zzz-610

CRANE, 6-ton Coles mobile Diesel electric crane, for sale, in new condition. Burnaston Engineering Co., Ltd., Burnaston, Derbys. Phone, Etwall 451 day; Derby 22102 night. 783-6701

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AMERICAN CHEVROLET 4 by 4 mobile crane, fitted long twin lattice jibs, power operated by two Garwood winches, £350. John Jordan, Sandy, Beds. Phone 271. 783-374

GARWOOD winches, complete, ex-G.M.C. 6 x 6, £28 each.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 783-389

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WANTED, a number of Thompson 2-ton and 4-ton hand lorry winches. Norman Walker, Anlaby, Hull. 783-213

5-TON Coles crane. Dennis's Garage, Wisbech, Wisbech 745. 783-376

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RESTALL BROS., LTD. First-class seats (commercials).

FRONT seats, Austin 152, A35, A40, A50, K4, K8; Commer Cob and 25-cwt.; Morris J2, 5-cwt. series (I), (II) and (III); Thames 5-cwt. and 7-cwt., ET6; Bedford 10-12-cwt.

REAR passenger, floor-top folding-tipping-bench; Austin A40, A50; Commer 8-cwt.; Thames 5-7-cwt.; Standard 6-10-12-cwt.; Bedford 10-12-cwt.; Morris 5-10-cwt.

REAR passenger conversion, fold-tip bench; Austin A30-A35; Commer Cob. Complete, ready for fitting after removal of part-floor; instructions included.

RESTALL BROS., LTD., 31-33 Floodgate St., Birmingham, 5. Phone, Victoria 1693 and 4440. zzz-633

ONE complete set of 35 seats, luxury high-back, red trim, excellent condition £45. 785-6767

DRIVERS' seats, 16-in. wide, 18-in. long, 21-in. high, brand new, folding with sliding and tilt adjustment, back rest and seat both sprung, Dunlopillo interior, leather covered, ex government, excellent quality, 50s. each, plus carriage 7s. 6d., worth double.

S. AND G. STORES, 40 High St., Scunthorpe. Phone 5092. 784-6777

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COMPLETE set (3?) luxury seats, brown or red moquet e, full details, measurements, please, to Warren's Coaches, Ticehurst, Sussex. 783-xB2397

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REPAIRED by electro-deposition at 60 degrees F.; tensile strength greater than original; process as approved A.A. and R.A.C. Electrobond, London, N.17. Bowes Park 9691. zzz-777

### DIESEL FUEL PUMPS AND INJECTORS

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SIX reconditioned fuel pumps for Thornycroft NR6 engines, £25 each.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. zzz-752

### DIFFERENTIALS

USED UNITS, Whittlefield, Burnley (phone 2262). Most makes and models available. zzz-972

DIFF casings with worn and smashed housings and all defects reconditioned as new.

ANGELL AND WILLIAMS (PECKHAM), LTD., Sumner Rd., S.E.15. Rodney 3559. 783-800

RUSH GREEN MOTORS

HAVE differentials for most commercial vehicles, hundreds in stock and most other spares as well.

LANGLEY, Hitchin, Herts. Phone, Stevenage 175. 783-158

CROSSROADS COMMERCIALS, LTD. Exchange service for Vulcan 6VF, E.R.F., Albion, KL127, FT3, CX, Leyland, A.E.C., Maudslay, Gildersome near Leeds. Phone, Morley 444, 602 and 1204. 783-219

A.E.C., E.R.F., Foden, Maudslay, Leyland and others, all models and parts, 1939-1955. Langley Mill 2623, Notts. 783-260

### DYNAMOS, STARTERS AND GENERATORS

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BS6 Starters, 12-volt, suitable for Gardner 4, 5 and 6LW, new £15. Martindale Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 783-769

### Dynamos, Starters and Generators Wanted

WANTED, a number of Murex or similar 300-amp. welding generators, no engines required. Norman Walker, Anlaby, Hull. 784-6732

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USED UNITS, Whittlefield, Burnley (phone 2262). Replacement and/or engine conversion. zzz-974

RECONDITIONED Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. zzz-963

SERVICE exchange Gardner 6LW, 5LW and 4LW engines, overhauled to manufacturers' standards, bench-tested and carrying six months' guarantee. Engine changes and top overhauls carried out at week-ends or to suit customer's convenience.

TILSLEY AND LOVATT, LTD., Newstead Trading Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-Trent 49861. zzz-987

ALBION engines, exchange scheme. All engines guaranteed. Delivery ex stocks. Leonard Beer and Co. Ltd., Southampton 25750. zzz-681

ONE Gardner 4LW engine with Foden 4-speed gearbox, £125.

ONE Gardner 4LW engine with David Brown 4-speed gearbox, £125.

TWO Gardner 5LW engines with Leyland gearboxes, £125 each.

ONE Perkins P6 engine with Dennis gearbox, £125.

TWO Perkins P6 engines with Albion gearboxes, £125 each.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. zzz-749

RECONDITIONED engines for outright sale, complete with starter, dynamo, carburetter, distributor, clutch etc.

MORRIS-COMMERCIAL 4-cylinder, 24.8 h.p., £27 10s.

MORRIS-COMMERCIAL 6-cylinder, 25 h.p., £27 10s.

AUSTIN 3½-litre o.h.v., £40.

BEDFORD 28 h.p., £45.

AUSTIN 16 h.p., £47 10s.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone 354. zzz-783

## Spare Parts and Supplies (contd.)

PARRS OF LEICESTER.

GARDNER OFFICIAL SERVICE AGENTS AND SPARES STOCKISTS.
RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES.
EXCHANGE HEADS, PUMPS, SPRAYERS.
CRANK GRINDING, SLEEVING, WELDING.

ABBEY LANE, LEICESTER.
PHONE 61511. 783-973

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FOR sale, BEDFORD 28 h.p. engines, in packing cases, complete with accessories, at £7 10s. each, ex-works.

R. E. TREMAIN AND CO., LTD., Bawtry Rd., Finningley, Nr. Doncaster. Phone, Finningley 203-204. 783-99

5LW Gardner engine, reconditioned to new standards and unused, complete with 12-volt accessories, £300 o.n.o.

MASON'S COACHWAYS, Walsall Rd., Darlaston. Phone, James Bridge 2647-8. 784-6720

A.E.C. 7.7 engines, complete all accessories, dyno, starter clutch, etc., ex low-mileage Matadors, £85 each. 40 off. Clowes, Roche Farm, Buxton Rd., Leek. Phone 1355. 784-x2219

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BEDFORD ENGINES, 28 H.P. PETROL.

Completely reconditioned, including starter, dynamo, water pump, fuel pump, distributor, pressure plate and clutch disc.

AS NEW, IN CASES.
PRICE £37/10.
EX WORKS.
TRADE PRICES ON APPLICATION.

BEDFORD 28 H.P. PETROL ENGINES,
with components. Used. Ex M.o.S.
PACKED IN CASES.
£12/10.
EX WORKS.
TRADE PRICES ON APPLICATION.

MORRIS 28.8 H.P. PETROL ENGINES.

Type SEA1, 6-cylinder, overhead valve. Completely reconditioned, with all components, including clutch assembly.

AS NEW, IN CASES.
£47/10.
EX WORKS.
CONSIGNED BY RAIL, CARRIAGE FORWARD.

LANCASHIRE MOTOR TRADERS, LTD.,
OLYMPIA GARAGE,
LIVERPOOL STREET,
SALFORD, LANCS.
Phone, Pendleton 5201. 786-6758

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3 F.W.D. Sucoe engines, suitable for spares. H. J. Powell and Son, Middlemarsh, Sherborne, Dorset. 783-x2305

DENNIS Max Diesel, recondition, complete, starter, pump, dynamo, clutch, £175. C. B. Grey, Saint Mary's Garage, Ely, Cambs. Phone, Ely 2300. 784-x2373

CHOICE of six Gardner 6LW engines, can be heard running, from £150. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 783-xA2376

LEYLAND 8.6 Type E102 engine, complete with starter, dynamo, fan, clutch, cast iron crankcase and GB9 gearbox, excellent condition, coach scrapped because of expensive bodywork repairs, £40. No offers. J. Brewster and Co., Ltd., Brunel St., Newcastle, 1. 783-x2430

GARDNER, A.E.C., Leyland, Daimler, Perkins and Meadows Diesel engines; large quantities cheap for quick sale. Box CM8119, care of "The Commercial Motor." 783-486

CARRY your own workpeople, £12 10s. tax, 200 single- and double-deck omnibuses, coaches, for sale from £100 each, fitted Diesel engines: A.E.C., Leyland, Bristol, Bedford (petrol), Seddon, Sentinel. Hundreds of Diesel engines for industrial use: G.M. Diesel marines, Crossley, Perkins, Lister, Ruston; generating sets: Fowler, Caterpillar, Paxman, Coventry Cub, National, Norths, 94 Vicar Lane, Leeds, 1. Phone 26248 or 23482. 783-467

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A.E.C. 7.7 DIESELS.

WE CAN OFFER 70 ENGINE UNITS, EX-M.O.S., RECONDITIONED THROUGHOUT, WITH ALL ACCESSORIES, IN EXPORT PACKING, AT £200 EACH.

SWORDER (MOTORS),
LANE END, HIGH WYCOMBE, BUCKS.
Phone, Lane End 234. 786-6773

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A.E.C. 7.7 engines in good running order, five in all, two with standard crankshafts, £125 each to clear.

RECONDITIONED Perkins exhauster type, £210.

POWER UNIT ENGINEERING, LTD., Burmantofts Works, Torre Rd., Leeds 9. Phone, Leeds 21751-2. 786-6778

GARDNER 5LW, complete with accessories, in good running order, £110. Choice of 10.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 783-141

A.E.C. 7.7 engine, completely overhauled, with new crankshaft and new cylinder block, exchange or outright sale. Roscoe Howard and Tickle, Ltd., New Thomas St., Salford, 6, Lancs. Phone, Pendleton 1334-5-6. 783-197

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THORNYCROFT Amazon petrol engines, reconditioned by manufacturers, unused. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 783-767

ALBION 4-cylinder Diesel, new, ex-M.o.S., all accessories, Type EN286B, £350.

ALBION petrol 6-cylinder FT3, reconditioned, all accessories, ex-M.o.S., cased, £25 each.

MORRIS 4- and 6-cylinder 25 h.p. reconditioned, all accessories, £15 each.

20 A.E.C. Matador 7.7s, small mileage, £70 each.

ALBION 6-cylinder Diesel, complete with gearbox, £100

THORNYCROFT DC4, complete with gearbox, £75.

CHRYSLER industrial engine, complete with radiator frame, etc., £100.

SEVERAL Perkins P6 engines, suitable for spares.

A. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harbourne 3935. 783-97

5LW Gardner, Leyland, PSI, A.E.C. 7.7-litre.

CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 783-81

TWO Perkins P6 engines, with or without gearboxes.

TABCO, Eastern Green Rd., Coventry 66134. 783-127

ATE P6 exhauster-type engine with Fordson conversion, sold, to be in good working order, removed to fit 4D, £80. Justice, Langley Mill 3182, home 3625. 783-105

6LW In first-class order, fitted with piston S-type compressor, can be heard running. Jusice, Langley Mill 3182, home 3625. 783-107

A.E.C. 9.6 Diesel engine, complete with all accessories, in almost new condition, can be heard running, £350 outright sale.

LEYLAND Comet 90 engine complete, in excellent order, can be heard running, £250 outright sale.

RUSH GREEN MOTORS for all oil engines, Gardners 4LK, 4, 5 and 6LWs; Perkins P3, P4 and P6; A.E.C. 7.7; Leyland 4- and 6-cylinder; Dennis 4- and 6-cylinder; Albion 4- and 6-cylinder; Ford 4D, and many others.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 783-157

A.E.C. 7.7 engines from £85.

LEYLAND 8.6 engines from £60.

GARDNER 5LW from £100.

GARDNER 6LW from £165.

DENNIS O6 (1948) with 5-speed box, £125.

ALBION EN242, £85.

LEYLAND PF1 7.4, £125.

LEYLAND Cub, oiler, £30.

FODEN SD4 2-stroke Diesel, £150.

COLBRO, LTD., Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 783-182

CHOICE of two DENNIS Mark III O6 oil engines, 1948 manufacture, fitted with 5-speed gearboxes, can be inspected running, £125 each net, ex works, loaded on transport.

COLBRO, LTD., Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 783-181

MORRIS Type S.E.A.1 works reconditioned engine, 6-cylinder, o.h.v., at half price, £45. Guaranteed, or £55 complete all new accessories. Meadway Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-228

AUSTIN 3½-litre works reconditioned engine assemblies, complete all new accessories, £45. Meadway Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-229

CROSSROADS COMMERCIALS, LTD., Gardner 4, 5 and 6LWs, A.E.C. 7.7, Perkins P6, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 783-220

6LW Dismantled, 4LW, 5LW and Perkins; also 7.7 A.E.C., all cheap. Langley Mill 2623, Notts. 783-252

LEYLAND engine, complete, £700. T. and F. Motors, Ltd., 2a Pooles Park, London, N.4. Phone, Archway 4582. 783-293

TWO 4-cylinder direct-injection Diesel engines, can be heard running, £45 each. Edgware 2572. 783-302

A.E.C. Matador 7.7-litre Diesel engines, complete with all assemblies and clutch, completely stripped, rebuilt and bench-tested, ready for installation, £275 each.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 783-388

A.E.C. 7.7, Gardner 5 and 6LW, Leyland 7.4 and 8.6 for sale.

G. H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 783-367

5 CYLINDER Gardner, recent overhaul, £95. Phone, Dominion 5671. 783-366

MEADOWS 10-litre Diesel engine, complete with new 6-cylinder head, removed from Guy Arab chassis. Offers. Hazeldine Hire Services, Walsall St., Bilston, Staffs. 42032, 41011. 783-xB2403

### Engines Wanted

WANTED, good selection new surplus parts for Gardner 6LW engines. Offers to Box CM687, care of "The Commercial Motor." zzz-717

WANTED, Perkins P6 and R6 engines taken from Bedford; also 6LW Gardner engine complete; also Ford 4D; state engine number. Church Road Motors, Ltd., Hadleigh, Essex. zzz-794

DAIMLER 8.6 engine required, must be in first-class condition. Write Box CM839, care of "The Commercial Motor." 783-118

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HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD., Diesel- and petrol-engine reconditioning service, conversions from petrol to Diesel for all types of heavy vehicles, fuel injector pumps reconditioned or recalibrated, exchange injector service. Collection and delivery London, Herts and Essex. Phone, Waltham Cross 2276-7. zzz-904

JOHNSON-ROBERTS, LTD. Specialists in crankshaft regrinding, cylinder boring, sleeving and valve-seat inserting, connecting-rods remetalled and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. Short Motors a speciality; also complete engines of some popular types. Stockists of Hepolite pistons, liners, Cord and Duaflex rings, Glacier bearings and Vandervell bearings, valve guides, small-end bushes, etc.; rebores and trade discounts allowed; exchange service of ground crankshafts with bearings. Write or phone London's oldest-established concern Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-798



## Spare Parts and Supplies (contd.)

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Diesel- and petrol-engine reconditioning service. Largest-size engines handled. Complete engines or sub-assemblies. B.H.P. testing, fuel pumps and injectors serviced on premises. Crankshaft grinding, line boring, metal spraying, etc. Collection and delivery large area West Country. Phone, Bristol 64013. zzz-0598

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STEEL-FRAMED building, ideal garage, 145 ft. x 120 ft. x 25 ft. to eaves, giving 17,400 sq. ft. clear floor space, £13,000 delivered. Full details:—

E. L. PITT AND CO. (COVENTRY), LTD., Brackley Town Station, Brackley, Northants. 783-15

### GARAGE EQUIPMENT

BLACK AND DECKER valve refacing machine as new, £35, carriage 30s., ex government, money refund guarantee.

NEW brass footpumps W.A.D. 2-stage, heavy duty originally packed with connection, 39s. 6d., p. and p. 3s., worth £4.

BATTERY chargers (brand new), ex government, 10 amp., could be used for 6, 12 or 24 volts, with ammeter and control light, still in original crates, £14 10s., plus carriage 15s.

S. AND G. STORES, 40 High St., Scunthorpe. Phone 5092. 784-6776

ONE portable charging unit, 24-battery capacity, up to 10 amp., very good condition, £30. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 783-295

### Garage Equipment Wanted

WANTED, Ingersoll Rand late type 9-cu.-ft. compressor; also latest type air and water towers for garage. Sands, 40 Carlisle Lane, London, S.E.1. 783-x2389

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USED UNITS, Whittlefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. zzz-975

CROSSROADS COMMERCIALS, LTD. Exchange service for David Brown 4- and 5-speed Vulcan, A.E.C., Leyland, Dennis, Gildersome, near Leeds. Phone, Morley 444, 602, 1204. 783-221

DAVID BROWN 5-speed Model 065 gearbox, sound order, taken from crushed E.R.F. 8-wheeler, £90. West End Garage, Harlaxton, Grantham. Phone 1311. 783-244

DAVID BROWN 055/2, Moss ex Seddon, also A.E.C. 7.7 boxes. Langley Mill 2623, Notts. 783-251

### LORRY ROPES

EX-GOVERNMENT unused 90-ft. coils, 1¼-in. circumference, 15s. 6d., post paid, 150s. dozen; 2-in., 25s. Ruralcraft, Woodley, Reading. zzz-637

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MOBILE work benches as supplied Air Ministry. J. Campbell Park, Childwell Valley Rd., Liverpool. zzz-876

SLIDING T bars, ¾ in. square drive, for sale; three for £1, carriage and packing 4s. extra; 20 for £5, carriage paid. A fraction of today's market price; cheap enough for them to be "lost, stolen or strayed." See our displayed advertisement. S. G. Young, 154-6 Blackfriars Rd., S.E.1. Waterloo 3131. 783-405

### MUDGUARDS

USED UNITS, Whittlefield, Burnley (phone 2262). Steel and glass-fibre mudwings, 32 by 6, 34 by 7, 36 by 8 singles and twins, also tandem mudwings. zzz-976

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8 singles or twin, latest pattern, immediate delivery. Woodfield and Turner, Ltd., Nairne St., Burnley. Phone 3665. zzz-722

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APEX dyes eliminate pilfering, safe, certain and inexpensive. Write with confidence to Apex Chemicals, 36-38 New Broad St., London, E.C.2. zzz-646

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RECONDITIONED hand-operated and electric petrol pumps, complete installations including tanks and fittings. Limiting devices for electric pumps. Midland Oil and Equipment Co., Prebend St., Leicester. Phone 59520. zzz-746

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HEADLAMP reflectors replated in pure silver, amazing brilliance, returned on day received, 6s. each, P. and P., 1s. 6d. each; cork seals, 6d. each; new sealed beam units, 13s. 6d. each inclusive of P. and P. Send P.O. R. Packer, 169 Hotwell Rd., Bristol, 8. zzz-793

### RADIATORS

USED UNITS, Whittlefield, Burnley (phone 2262). Serviceable, used radiators, suitable most makes of commercial vehicles. zzz-977

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CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4. zzz-730

### ROAD AND STORAGE TANKS

NUMEROUS road and storage tanks, all sizes, for disposal. Bridge Motors (Commercials), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. zzz-798

FUEL storage tanks. Three by 500-gal. fuel tanks in good condition delivered free anywhere 50 miles radius, £30 each. S. W. Brisbane and Son, Ltd., Station Garage, Kniveton, Radnorshire. Phone 145. 783-6724

FOR sale, single or double or 3, 4, or 5 compartment elliptical storage tanks, 800 gallons per compartment, very reasonable prices. Box CM833, care of "The Commercial Motor." 783-79

NEW Bedford petrol tanks, Model OXY, delivered 100 miles radius free, £2 10s. each. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 4460. 783-263

### ROAD SPRINGS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8902-3. Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 784-6322

USED UNITS, Whittlefield, Burnley (phone 22621). Springs suitable for all makes and types of commercial vehicles. zzz-978

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. zzz-859

## Spare Parts and Supplies (contd.)

NEW rear springs for A.E.C. Matador at £6 each.

NEW rear springs for A.E.C. 6 x 6 at £6 each.

NEW rear springs for Dennis Max at £6 each.

NEW front springs for Dennis Max at £4 each.

LARGE stocks of new and second-hand springs available.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops Waltham 133. zzz-751

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. zzz-610

BEDFORD 7-ton rear springs, new, £7 per pair plus carriage. Wardell, High Legh, Knutsford. Phone, Lymm 505. Trade inquiries welcomed. 783-6680

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SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-694

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TRIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. See Windscreens.

TRIPLEX supplied and fitted while you wait. 490 Neasden Lane, N.W.10. Dollis Hill 7222. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2893. D. W. Price and Sons, Ltd. zzz-0967

### SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditions or supplied. 16a Osten Mews, S.W.7. Fremantle 9323. zzz-518

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SERVAIS straight-through silencers to fit all petrol and Diesel commercial vehicles; increase power and save fuel. Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 0023 (three lines). 783-802

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REPAIRS and rebuilt exchange speedometers. All types of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. zzz-651

SPEEDOMETER SUPPLY CO., LTD. Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-764

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"STORMTITE" lorry covers. "The Tilt for the Job." For details please write or phone the manufacturers, Firmin and Co., Ltd., Handford Works, Ipswich. Phone 2194. (Representative will call if desired.) zzz-793

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RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. zzz-856

SERVIS recorders register automatically the exact running and standing times of vehicles.

EVERY minute of every journey is accounted for clearly on a simple, tamper-proof chart.

REDUCTION of running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

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SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. zzz-797

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EDBRO BRITAIN AND EDBRO TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 52110. London Depot: 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7833. zzz-0867

ANTHONY agents for East Anglia. Pilot official stockists, fully equipped workshops to carry out all types of tipping-gear conversions, bodies built and calibrated to customers' specifications. W. Farlow and Co., Ltd., Sudbury, Suffolk. Phone 2806. 785-6526

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HYDRAULIC TIPPING GEARS, 3-18 TONS.
SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES.
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Phone 5545-6-7.
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ONE second-hand U-shaped 6-yd. steel-body and twin underfloor gear with pump, taken off Foden, £60, in good condition.

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THE LARGEST STOCKISTS OF
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SPARE PARTS REPLACEMENTS
IN THE MIDLANDS.
DISPATCHES TO ALL DISTRICTS.
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QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd.
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TYRES CASH OR TERMS.
We stock every size and make in new and remoulds (ordinary or Town and Country).
Large stocks of part-worn and obsolete tyres.
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ALL makes supplied, low deposit. Free fitting or delivery. Write or phone.
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TYRES. Genuine bargains at prices less than half original cost! Ex-Government surplus tyres, slightly used or remoulded, in motorcycle, car and commercial sizes. Every tyre tested and sold under money-back guarantee policy. Write, phone or call for quotations. G.T.R. Tyre Services, Wakefield Rd., Netherton, Liverpool, 10. zzz-819

**11.00** X 20, 10.50 x 16, as new, with moulding line standard or track grip tread, also part-used tyre and wheel assemblies. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leahrooks 477. zzz-654

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**20** Brand-new ex-W.D. tyres, 900 x 16, standard treads, £7 10s. each.
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**200** Remoulds, 1100 x 20, standard treads, £6 each.
**50** New remoulds, 1400 x 20, standard or Track Grip treads, £17 10s. each.
**500** New aeroplane tyres, 26 x 6, 14-ply, £2 5s. each.
**200** Remoulds, 600 x 16, Track Grip treads, £3 15s. each.
**50** Reconditioned Bedford petrol engines, £37 10s. each.
**100** Second-hand Bedford engines, £15 each.
**20** Reconditioned Morris petrol engines, 6-cyl., £12 10s. each.
**20** Reconditioned Albion petrol engines, 4-cyl., £22 10s. each.
SHEFFIELD TYRE STOCKS, 112 St. Philips Rd., Sheffield 3. Phone 21323. 783-16
**10.50** X 16 worn tyre and wheel assemblies, 8-stud, 75 available, 30s. each. L. Thompson, 57 Lower Forbury Rd., Portsmouth 24117. 784-xB2374
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WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-910
TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

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(WHEEL, TYRE AND TUBE),
TRACK GRIP OR STANDARD TREAD,
ONLY £35 EACH.
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ALREWAS, STAFFORDSHIRE.
Phone 354. 783-138

WHEELS for 10.50 by 16 tyres to replace 10.50 by 13 with 7¼-in. bore for Eagle and Brockhouse Trailers. Box CM822, care of "The Commercial Motor." 784-6739

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### WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. zzz-6[illegible]
PERSPEX, cut to size and pattern. Denny, Ltd., 83 Netherwood Rd., W.14. She 5152, 1426. 783-48

## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

IMPORTANT VEHICLE AND PLANT SALE.
E.R.
By Order of the Minister of Supply.
M.o.S. STORAGE DEPOT, RUDDINGTON
(Five miles south of Nottingham on the main Nottingham-Loughborough road)
WALKER, WALTON AND HANSON
(in association with
TURNER, FLETCHER AND ESSEX
and
RICHARDSON AND LINNELL)
will SELL by AUCTION on
MONDAY, TUESDAY, WEDNESDAY, THURSDAY and FRIDAY,
November 17, 18, 19, 20, 21, 1958, at 10.30 a.m. each day.
APPROXIMATELY
2,550 MOTOR VEHICLES,
CIVIL ENGINEERING EQUIPMENT, TRAILERS,
AND MOTORCYCLES,
ETC.
(Lying at M.o.S. Storage Depot, Ruddington, 72 "B" Vehicle Depot, Market Harborough, Leics., Central Vehicle Depot, Foston, Derbys, Central Vehicle Depot, Sudbury, Derbys, 12 "B" Vehicle Depot, Ashchurch, Glos., 41 "A" Vehicle Depot, Burn, Yorks., R.A.F. Station, Church Lawford, Warwicks.)

SALOONS and ESTATE CARS (including PORSCHE SEDAN "Type 356" 1½ litre, 44 Morris Minors, Ford Anglias and Populars), JEEPS, LAND ROVERS, UTILITIES, TANKERS, TRAILERS, MOBILE FITTED WORKSHOPS, LIGHT and HEAVY G.S. TRUCKS and VANS, etc., all by leading British or American makers,
and
MOBILE CRANES (including Coles, Hyster, Jones, Mor ns, Neals, Ransomes and Rapier), TRACTORS, BULLDOZERS and ANGLEDOZERS (including 46 Caterpillar, D.4s, D.7s and D.8s and 57 International T.D.18s), RANSOMES AND RAPIER Models 410 and 462 and WAYNE EXCAVATORS, MOTOR GRADERS, TOWED AND POWERED SCRAPERS, LE-TOURNEAU ROOTERS, DUMPERS, ROAD ROLLERS, MACADAM and CEMENT MIXERS, PLANT ANCILLARIES AND SPARES, VEHICLE KITS, BATTERIES, TYRES, VEHICLE WASHING PLANTS, etc.
also
SOLO AND COMBINATION MOTORCYCLES.
For Viewing Dates and Times see Page 4a in the Catalogue. CATALOGUES: Price 1s. (P.O.s only) may be obtained from the Auctioneers Offices, Dept. 5 Byard Lane, Nottingham. Phone, Nottingham 47271 (seven lines). 784-6760

### Miscellaneous Advertisements (contd.)

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PUTNEY BRIDGE APPROACH, S.W.6.
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SALES EVERY MONDAY
OF
COMMERCIAL VEHICLES
OF ALL DESCRIPTIONS.
ENTRIES ACCEPTED EVERY WEDNESDAY. zzz-579

HETHEL AIRFIELD, NORFOLK,
TUESDAY, NOVEMBER 11th, 1958,
AT 10 A.M.
IMPORTANT SALE
OF
CONTRACTOR'S PLANT,
INCLUDING
20-ton E.R.F. tractor unit with low-load trailer, heavy American Autocar 4-wheel-drive unit, two Bedford-Scammell 1950 articulated low loaders, six Studebaker tippers, Canadian Ford, Bedford 5-ton lorries, A.E.C., and Dodge Surrey chassis, four Commer Commando 27-35-seater coaches, etc.
AUCTIONEERS:
W. S. HALL AND PALMER,
WYMONDHAM (phone 3031-2), NORFOLK. 783-9

### BUSINESSES, PREMISES, OFFICES, ETC.

FOR sale. Coach business, one Vega, two Vistas, all five-year certificates; two contracts with two years to run; excellent connections; 25 miles London. Box CM8121, care of "The Commercial Motor." 783-x2051
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HAULAGE business for disposal North Staffs, 17 tons unladen A licence with good normal user, limited company. Area of over 30,000 sq. ft., valuable site, freehold. Box CM8217, care of "The Commercial Motor." 783-x2133
PROFITABLE coach business for sale, all services except stage. Southern Counties, reasonable price. Write Box CM8013, care of "The Commercial Motor." 783-x2233

### Miscellaneous Advertisements (contd.)

COMPANY for sale holding Metropolitan A licence for one vehicle (3 tons 5 cwt.). What offers? Box CM836, care of "The Commercial Motor." 783-120

HAULAGE business for sale.
PROSPEROUS general haulage business, mainly livestock. Five vehicles on two A, three B licences, for sale in Midlands with nice house, garage, outbuildings and 3¼ acres land. In good centre with little opposition over a wide radius. Would assist purchaser with introduction to customers, markets and general running for few weeks. Auditors' figures to genuine inquiries. All-in price, £12,000. Good opportunity for young man with initiative. Box CM837, care of "The Commercial Motor." 783-119

FOR SALE BY PRIVATE TREATY.
HAULAGE BUSINESS.
3 VEHICLES
WITH PUBLIC A CARRIERS LICENSES
OPERATING AT
PONTROBERT, NEAR MEIFOD, MONT.
FURTHER PARTICULARS FROM
NORMAN R. LLOYD AND CO., F.A.I.,
CHARTERED AUCTIONEERS, WELSHPOOL.
Phone 2371. 783-11

CAMBERWELL. 8,200-sq.-ft. distribution depot, warehouse and garage, just off a main road; office block, caretaker's house, large yard, two entrances. To be let on lease. Chamberlain and Willows, 23 Moorgate, E.C.2. Met 8001. 783-232

ESTABLISHED builders haulage one-man B licence 30 miles, all building material Southend, Bedford tipper excellent condition, £400; spare lorry and bungalow if desired. Phone, Eastwood 525832 after 6 p.m. or weekends. 783-183

LIMITED company for sale. Distributors of lubricating oils, greases, anti-freeze, etc. Four representatives. Turnover can be increased. Death cause of sale. Box CM835, care of "The Commercial Motor." 783-79

FOUR luxury coaches, business with E and T licences, for sale with or without garage-filling station, in Midland city. Box CM8316, care of "The Commercial Motor." 783-xB2394

### Businesses, Premises, Offices, etc., Wanted

GOOD coach business required urgently. Southern half of England preferred; strict confidence. Write, Box CM7521, care of "The Commercial Motor." 783-257

## Miscellaneous Advertisements (contd.)

WANTED, haulage business with special A licences, ordinary A licences and B licences, in any part of the country.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS, 356. 783-184

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OWNER-DRIVER seeks to contact a reputable firm, with a view to hauling their goods on contract; new vehicle (with specialized body if necessary) to suit the contract would be purchased. Base, Leominster area; haulage area preferred Midlands, North Wales and South Wales. References given if required. All replies acknowledged. J. G. Keely, Haulage, Wigmore, Leominster, Herefordshire. Phone, Wigmore 284. 783-x2224

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CONVERT YOUR VEHICLES
TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST,
MORE M.P.G.,
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS,
INDUSTRIAL UNIT SALES DEPT.,
221 DEANSGATE, MANCHESTER, 3.
Phone, Blackfriars 2468. zzz-664

HENDY FOR FORD,
BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.
SOUTHAMPTON 28331 (EIGHT LINES).
zzz-756

FORD 4D conversions, fully machined bell housings to suit Bedford crash or synchromesh gearboxes. EDWARDS AND CO., Nile St., Burslem, Stoke-on-Trent. Phone, S.-on-T. 67906. zzz-755

PETROL ENGINES.
PETROL
TO
DIESEL
CONVERSION UNITS.
PRAILLS (HEREFORD), LTD.,
HOLMER ROAD, HEREFORD.
Phone 4221 (six lines). 783-815

CHURCH ROAD MOTORS,
PERKINS SIGNHOLDERS,
PIONEER CONVERSION SPECIALISTS
USING
PERKINS, FORD 4D AND 6D DIESEL UNITS,
AND OTHER UNITS WHERE SPECIFIED.

THOROUGHLY experienced, offering a first-class engineering job, which is as important as price for long-term policy and satisfactory operation.
HIRE-PURCHASE terms available on all transactions, subject to a satisfactory proposal.
IMPERIAL GARAGE, Hadleigh, Essex. Phone 57271, night calls 57272. zzz-696

## HAULAGE AND BACK LOADS

CHARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset. 793-6715

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H.P. Finance available, private deals, prompt settlement. Finextra, Ltd., 58 Jermyn St., S.W.1. Phone until 9 p.m., Hyde 1391. zzz-980

## INSURANCE

PAUL CHILDS, LTD.,
58 BIRCH GROVE,
LONDON, W.3.
Acorn 2398.

BEST market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted. zzz-634

## Miscellaneous Advertisements (contd.)

COMMERCIAL vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Obtain the best terms from specialists motor insurance brokers. INSURANCE ACCEPTANCES, LTD., 63-64 Broad St. Avenue, London, E.C.2. London Wall 7641-3. zzz-630

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers, "Cheapest Rates Specialist," 257 The Vale, London, W.3. She 9231-2. zzz-804

## MISCELLANEOUS

SEASONED prime oak and ash bearers, sawn to size, from 12s. each; also runners, rails and flooring, etc., sawn or finished planed to size. Delivered free 50 miles London. Box CM827, care of "The Commercial Motor." 783-6715

TOWING bars, heavy-duty, 8 ft. long, £5 each. Carriage free. Send for further details. Below. VULCAN R6 being dismantled, twin-ram tipper, 6VF, 1948. Meadway Spares, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 783-231

## Miscellaneous Wanted

ALUMINIUM scrap urgently required. Lowton Metals, Ltd., Lowton St. Mary, near Warrington, Leigh (Lancs) 1444-5. 783-431

## SITUATIONS VACANT

A.M.I.M.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 95% successes. For details of exams. and courses in all branches of auto., aero., mechanical engineering, etc., write for 144-page handbook—free, B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-908

STORES Assistant, fully skilled and experienced required by Vauxhall and Bedford Main Dealers; excellent terms of employment including non-contributory pension scheme and bonus. Apply, Manager, Parts Department, Welch and Co., Ltd., Redcliffe St., Bristol, 1. 784-31

COMMERCIAL Vehicle Salesman required, salary, commission and transport. Apply Sales Manager, Denver Motors, Ltd., Harrow Rd., Leytonstone. Mar 3381. 784-6721

EXPERIENCED commercial-vehicle salesman required by Morris-Commercial distributors. Hewens' Garages, Ltd., Reading. 783-6749

EXPERIENCED Transport Manager, around 40 years' of age, required to operate fleet of 20 vehicles based in S.E. London and handle sub-contracting, must have A licence experience. Box CM8215, care of "The Commercial Motor." 783-x2098

GLASGOW. Traffic clerk (male or female) with clearing house of transport operating experience. Full particulars of age, experience and testimonials. Box CM8227, care of "The Commercial Motor." 783-6757

REPRESENTATIVE required by road transport operator to work Glasgow and West of Scotland. Age, experience and references. Box CM8226, care of "The Commercial Motor." 783-6756

SALES representative required by long-distance road transport undertaking. Must be experienced negotiator. Age, experience and salary required. Box CM8225, care of "The Commercial Motor." 783-6755

WORKING foreman fitter-mechanic required by the undernoted firm. The applicant must be a fully qualified mechanic-engineer, with wide experience in all branches of repair and maintenance with a fleet of modern P.S.V.s or heavy commercial vehicles. Previous experience in the control and supervision of a small staff of mechanics, etc., used working to Ministry of Transport or similar standard, together with some knowledge of normal vehicle and garage records is essential. The ability to organize and take control when necessary is desirable. Wage and conditions according to qualifications. Apply in first instance by letter, stating previous experience and age, etc., to the Manager, Baxters Bus Services, Ltd., Gartlea Rd., Airdrie. 783-x2263

SENIOR TRUCK DESIGNERS.

THE ROOTES GROUP TRUCK DIVISION REQUIRES SENIOR CHASSIS DESIGNERS INCLUDING MEN WITH SPECIAL KNOWLEDGE OF TRANSMISSION UNITS

Applicants should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods.

Excellent working conditions with pension scheme.

APPLY IN STRICT CONFIDENCE WITH FULLEST PERSONAL DETAILS TO

THE SECRETARIAL DEPARTMENT,
COMMER CARS, LTD.,
LUTON BEDS. 784-6770

SALES engineer with good experience of motor transport industry required for tank sales. Apply with full details of qualifications, experience and salary to Box CM8310, care of "The Commercial Motor." 783-196

COMMERCIAL Vehicle Sales Manager required by important distributors in the north west; the successful applicant must have considerable selling experience in new and used vehicles, and the ability to organize and control a sales force; he must also have initiative, energy and drive; the appointment provides remuneration commensurate with responsibilities and life insurance and pension benefits. Applications which will be treated in strict confidence should set out full details of qualifications and experience. Box No. N.433, Lee and Nightingale, Liverpool. 783-28

REQUIRED as assistant service manager by Rootes, Rover distributors in Trinidad, B.W.I., single man aged 30-35, thoroughly experienced and now employed as service station foreman. Write full details Box Z.C.157, Deacons Advertising, 36 Leadenhall St., E.C.3. 783-18

## Miscellaneous Advertisements (contd.)

REPAIR shop foreman required by large commercial vehicle distributors, mainly Leyland, Albion and B.M.C. Excellent opportunity for man with knowledge and ability to join progressive and expanding organization. Staff appointment after trial period and house available if required. Ford and Slater, Ltd., Gwendolen Rd., Leicester. 783-17

SALESMAN of commercial vehicles for the West Country required, B.M.C. experience an advantage but not essential, remuneration by salary and commission. Write giving details of selling career to date to Motor Macs (Exeter), Ltd., 167 Sidwell St., Exeter. 784-6759

GARAGE managers—West Africa. A company which operates a chain of modern repair and service garages throughout West Africa through which are distributed British, French and American cars and trucks, are seeking one or two first-class garage managers. The requirements of these posts are that applicants must have had technical training and experience up to the level of a garage manager, exceptional administrative and managerial ability and experience, a good working knowledge of the French language and the ability to lead and handle non-European labour. As the conditions of climate and environment can be very difficult only first-class men with proved experience and a genuine wish to make their career in West Africa should apply. Details of salary and conditions of service will be discussed with those applicants invited for interview. Box CM832, care of "The Commercial Motor." 784-6768

YOUNG man required as sales representative for tipping-gear manufacturers' London office. Apply in writing in first instance, giving full particulars, Pilot Works, Ltd., 3 Southampton Place, W.C.1. 784-6762

ROOTES, LTD., Maidstone, require an experienced retail commercial vehicles salesman; preferably resident in or near Maidstone. Attractive salary and commission, also pension scheme. Apply by letter only, giving full details to retail sales manager, Rootes, Ltd., Maidstone. 784-6779

A NATIONAL TRANSPORT GROUP WITH A DEPOT IN PLAISTOW, E.13, HAVE THE FOLLOWING VACANCIES:—

A. EXPERIENCED REPRESENTATIVE CAPABLE OF INTRODUCING NEW BUSINESS.

B. TRAFFIC ASSISTANT FULLY CONVERSANT WITH DEPOT OPERATION, TRUNK SERVICES, GENERAL HAULAGE AND HANDLING STAFF.

Both the above appointments carry an attractive salary and are permanent and pensionable. Write, giving full details of age, experience, present salary, etc., to Box CM8315, care of "The Commercial Motor." 783-x2372

COMMERCIAL-VEHICLE salesman required, experience essential, remuneration on salary, expenses and commission basis. Apply in writing in first instance to W. Harold Perry, Ltd., Station Bridge, Wealdstone, Middx. 783-264

FULLY experienced Gardner engine fitter required for distributors breakdown service and repair dept. in the Midlands, good pay and conditions and prospects. Apply Box CM8320, care of "The Commercial Motor." 783-409

LONDON hauliers require area manager for East and West Midlands, based at Mansfield and Stoke-on-Trent. Write fully Box CM8323, care of "The Commercial Motor." 783-411

TRANSPORT man, aged 35-45, required for small furniture transport A-licence business in North London, prospects for capable man with experience of vehicle operation and driver control. Write full particulars to Box CM815, care of "The Commercial Motor." 783-418

EXPERIENCED partsman required by main dealer in Home Counties, knowledge of Vauxhall-Bedford essential, generous remuneration and pension, excellent prospects for successful candidate. Write full details and experience to Box CM785, care of "The Commercial Motor." 783-421

COMMERCIAL salesman required for Rootes dealers in South-West, wide knowledge of commercial vehicles essential, an excellent opportunity for a man with the right qualifications, good salary, all applications will be treated in strict confidence. Box CM8322, care of "The Commercial Motor." 784-6782

## SITUATIONS WANTED

TRANSPORT manager desires change, experienced all aspects including bulk liquids, accommodation appreciated. Box CM8313, care of "The Commercial Motor." 783-x2377

FOREMAN coachpainter, signwriter, seeks situation south or west coast of England. Details to Box CM8312, care of "The Commercial Motor." 783-x2375

TRANSPORT Engineer, charge mixed fleet 150, seeks position nearer home, Liverpool area. Box CM8319, care of "The Commercial Motor." 783-x2392

RESPONSIBLE driving situation wanted by keen, reliable gent; tramp or trunk, travelling representative, etc.; own car, capital to invest. Box CM8318, care of "The Commercial Motor." 783-x2395

## TENDERS

NOTTINGHAMSHIRE COUNTY COUNCIL

TENDERS ARE INVITED FOR THE SUPPLY OF

THREE "B" TYPE WATER TENDERS

IN ACCORDANCE WITH SPECIFICATION JCDD/3/1 FOR DELIVERY ON APRIL 1, 1959.

Tender Forms and Specification obtainable from Chief Fire Officer, County Hall, West Bridgford, Nottingham. Tenders should be returned to the undersigned by November 21, 1958, in the official envelope to be provided.

A. R. DAVIS,
Clerk of the County Council.

Shire Hall,
Nottingham. 783-5

## Miscellaneous Advertisements (contd.)

BOROUGH OF SLOUGH.

SUPPLY AND DISPOSAL OF VANS.

TENDERS ARE INVITED FOR THE SUPPLY TO THE COUNCIL OF THE FOLLOWING VEHICLES:

(1) TWO 7-CWT. COMMER COB VANS TO REQUIRED SPECIFICATION.

(2) ONE HILLMAN HUSKY TO REQUIRED SPECIFICATION.

An allowance should be included in the tender for the following Council vehicles which must be taken in part-exchange:—

(1) Jowett Bradford 10-cwt. van, registered 1949, and Utility van, registered 1949.

(2) Morris 5-cwt. van, registered 1949.

These vehicles may be inspected by previous arrangement at the Town Hall, Slough. Phone, Slough 23881, ext. 245.

Copies of forms of tender and particulars of requirements may be obtained on application to the Borough Engineer, Town Hall, Slough. Tenders in sealed envelopes appropriately endorsed must be delivered to the Town Clerk, Town Hall, Slough, not later than noon on November 10, 1958. The Council do not bind themselves to accept the lowest or any tender. 783-103

ST. ALBANS CITY COUNCIL

CESSPOOL EMPTIER

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A CESSPOOL EMPTIER 750-800 GALLONS, COMPLETE WITH ALL FITTINGS. PRICE TO INCLUDE FOR PETROL AND DIESEL ENGINE.

The vehicle to be painted and lettered to Corporation requirements.

The Council will have a Cesspool Emptier for disposal and is prepared to accept offers for same on a part-exchange basis.

Tenders, together with a full specification of the vehicle offered, stating delivery date, to be received in envelopes not bearing any name or mark to indicate sender and endorsed "Tender for Cesspool Emptier" by the undersigned not later than noon, November 17, 1958.

W. B. MURGATROYD,
Town Clerk.

38 St. Peter's Street,
St. Albans, Herts. 783-22

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MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificates in Automobile technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publihers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makes of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

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## Books and Publications (contd.)

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THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

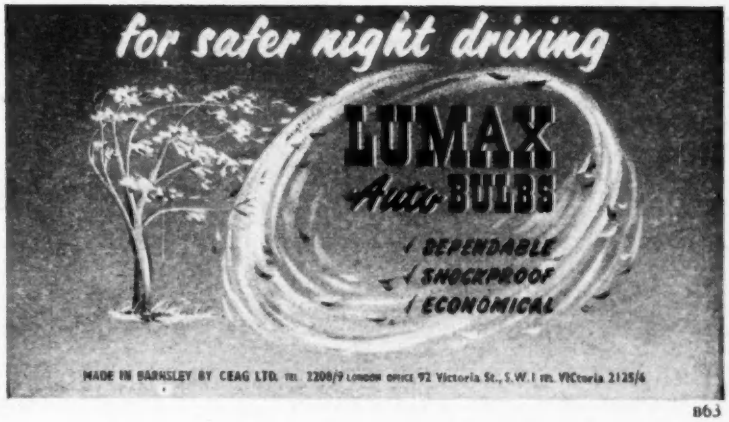
"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated. 552 pages, 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

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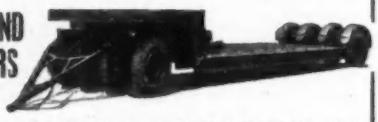
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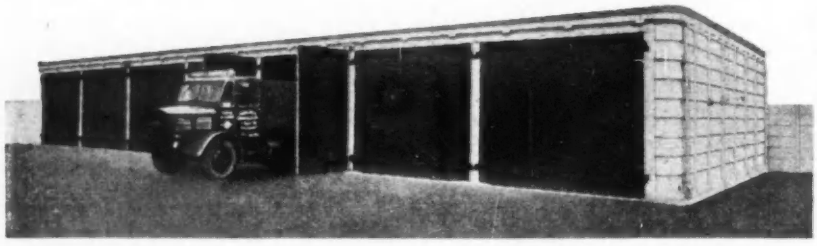


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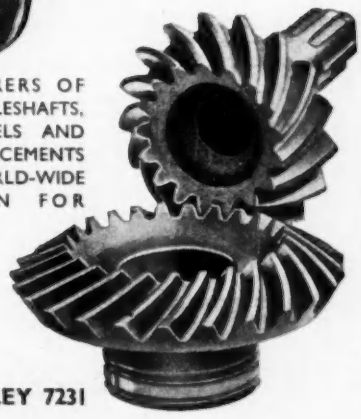
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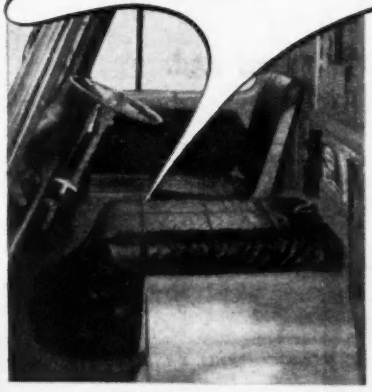
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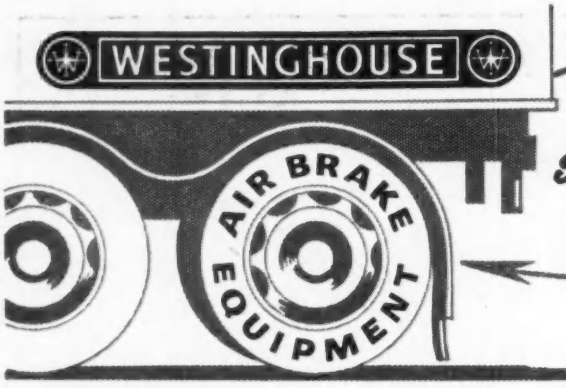
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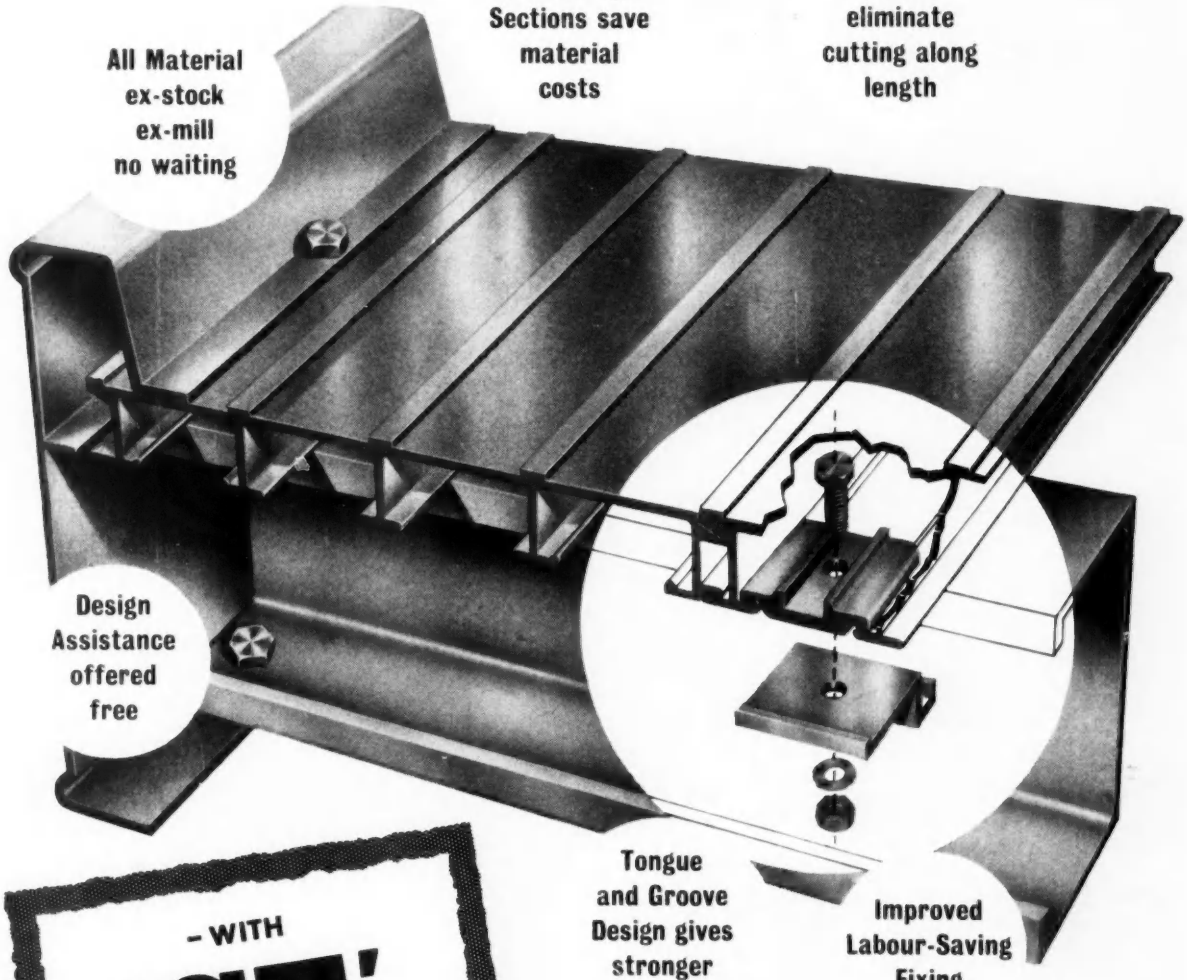
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